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LONDON SHANGHAI.

The Hongkong Telegraph

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六月三日三月十四日香港英美六月三日

SATURDAY, APRIL 30, 1927.

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SERIOUS BATTLES EXPECTED.

BOTH SIDES ARE MASSING FORCES.

MOSCOW SAYS PEKING DOCUMENTS ARE FORGED.

DISLOYAL COMMANDERS.

There are indications of an early renewal of serious fighting between the Northerners and the Southerners to the north of the Yangtze river. From Chinkiang it is known that Southern troops are massing there for a drive against the North.

From Hankow it is stated that the Southern armies on the Honan front are being changed over as there is disloyalty among the officers of those at present occupying the front line.

Our Shantung correspondent reports that the Northerners are preparing an offensive against the Nationalists and have 100,000 troops available for this purpose.

A Moscow message states that the Communist International describes the documents alleged to have been found in the Soviet Embassy at Peking as gross forgeries.

Moscow, April 29. The Secretariat of the Executive of the Communist International describes the documents seized at the Peking Legation as a provincial bond issue of \$5,000,000, or if possible \$10,000,000, inciting the public against the whole provincial land-tax collections as security.

TROOPS MASSING.

Drive Against The North.

Chinkiang, April 29. Southern troops are massing for an alleged drive North. Foreign residences are being used as billets. Some looting is reported.—*Naval Wireless*.

Disloyal Officers.

Hankow, April 29. It is reported that the 11th Army is being replaced by the 8th Army on the Honan front. Officers of the 8th Army are not loyal to the South. The general situation is quiet.—*Naval Wireless*.

YANGTZE FIGHTING.

Nanking, April 29. The white flag was flying all day on Lion Hill yesterday. Two guns from the North bank fired on Chinkwan and Lion Hill in the afternoon. Lion Hill replied with about twenty rounds in the direction of Pukow.—*Naval Wireless*. Kukiang, April 29.

Troops have arrived from down river, otherwise there is nothing to report.—*Naval Wireless*.

Shanghai, April 29.

The situation remains unchanged at Shanghai and elsewhere.—*Naval Wireless*.

NORTH'S PROGRAMME.

100,000 Men to Fight South. Reliable information from Northern military circles states that in spite of the losses recently sustained by the Northern allied troops in evacuating Hu Ning (i.e. Shanghai and Nanking), Tuan Chang Tsung-chang and General Chu Yu-pu still have under their command about 100,000 men. Of these, writes our Shantung correspondent under date April 21, about 80 per cent. are fully equipped. In addition, there are available several tons of thousands of troops, who are fresh and well-trained.

With this in view Tuan Chang and Chu are full of hopes in planning an offensive campaign against the Nationalist army.

The programme mapped out indicates that 50,000 men will be sent to the South to meet the Nationalist force, and these are to be under the command of General Chu, the 7th Army Corps Commander, Gen. Hsu Kun, and the Commander of the 10th Army Corps, Gen. Tu Feng-chu.

The remaining 50,000 troops will be under the command of the 11th Army Corps Commander, Gen. Wang Hsia-ming, the 9th Army Corps Commander, Gen. Chu Pao-ching, and the 2nd Army Corps Commander, Gen. Chung Ching-yao. These 50,000 men are to be used for restoring peace and order in various places in the Provinces of Kiangsu and Anhui.

(Continued on Page 10.)

NANKING BRUTES.

ANOTHER STORY OF THE OUTRAGE.

AN OFFICIAL REPORT.

Following are extracts from the official report made by Mr. Brydon regarding the experiences of his wife and himself in the Nanking incident:

"On the morning of March 23, at 7 o'clock, we went to the roof to witness the arrival of the Nationalist Army. They came in firing their rifles indiscriminately and waving flags. There was no discipline, just an uncontrolled mob, with no officers to be seen.

"Later on, at 9:30 a.m., two Southern soldiers arrived in the hotel compound, whereupon Mrs. Brydon and myself went out to meet them. As soon as they saw us, they caught hold of me and marched me inside the hotel sitting room, where Mr. Oliver and Mr. Quinn (the Customs officers) were sitting, stood over us with their rifles pointed at us, and informed Mr. Brydon that they had orders to shoot all foreigners. Mrs. Brydon promised to pay them anything they asked if they would let us go.

While she was thus pleading with them one of the soldiers noticed the telephone on the wall, just outside the room, and immediately proceeded to smash it to pieces with the butt-end of his rifle. The soldiers then demanded huge sums of money or instant death, so Mrs. Brydon had to leave us to find whatever money she could to give them.

While she was away the soldiers stripped us of all the cash and other things on our persons, all the while pointing their bayonets at our chests and knocking us with the butt-end of their rifles.

Mrs. Brydon returned and gave them all the money she could find, including cash money belonging to Messrs. Oliver and Quinn, together with her jewellery, such as earrings, wrist-watch, jade necklace, etc., even her wedding-ring. These the soldiers proceeded to pack in their haversacks, throwing away minor loot to make room for the valuables. Even then, when they found that they had taken everything possible from us, they were not satisfied, and said they still intended to shoot us. At this point we conferred with one another in whispers, and decided to take a chance at overpowering these two soldiers, not wishing to be shot without making a fight for our lives. Luckily we did not carry out this scheme, as just at that moment a machine-gun started firing just outside the sitting-room window. There were more soldiers on guard outside, and even if we had got the better of the two inside, it would have, no doubt caused the death of all in the hotel.

In the meantime some Chinese Red Cross business friends of ours had come. They intervened in an endeavour to stop them from carrying out their threats. It must be noted that in no way did the soldiers molest these Chinese, also in the case of our servants, whose boxes they allowed them to take away from the hotel, telling them to immediately join the Union. While they were busy arguing we managed to slip out by another door and made our way to a hiding-place in the cellar, assisted by the hotel boys. We had some discussion between us three and decided that this was not a safe place, as the soldiers would undoubtedly force the boys to tell them where we were, so all left the cellar and ran upstairs to one of the rooms where we got through a trap-door and hid beneath the roof. All this time machine guns were firing from all around the hotel, several bullets coming through the corrugated iron roof underneath which we were hiding.

Meanwhile the soldiers had discovered our escape and were furious. Mrs. Brydon and my Chinese friends tried to pacify them by giving them more money, the hotel boys subscribing as well. They then decided to give Mrs. Brydon 20 minutes to live unless we were handed over, and went away saying that they would bring back a big party to burn down the place if necessary. Mrs. Brydon came up to the room adjoining our hiding place, and told us of their intentions, also informing us of the reported death of Dr. Smith and the British Consul, which news was told her by outside Chinese.

She came out of my hiding-place and went to the room adjoining our hiding place, and told us of their intentions, also informing us of the reported death of Dr. Smith and the British Consul, which news was told her by outside Chinese.

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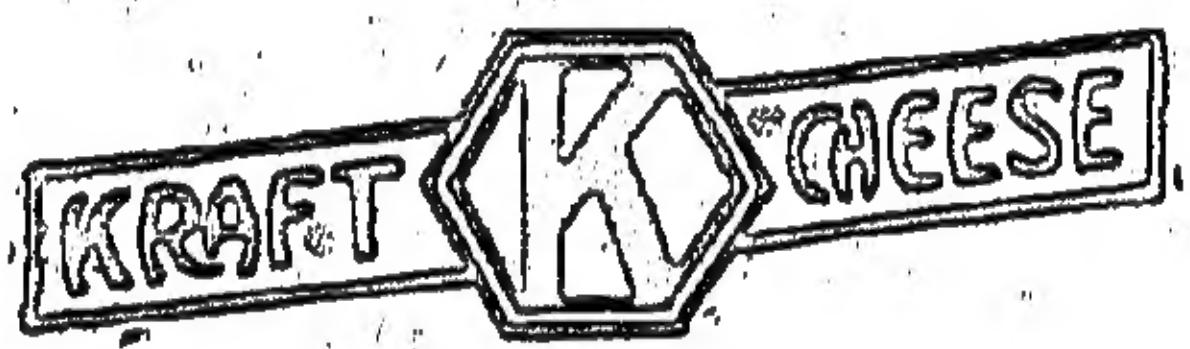
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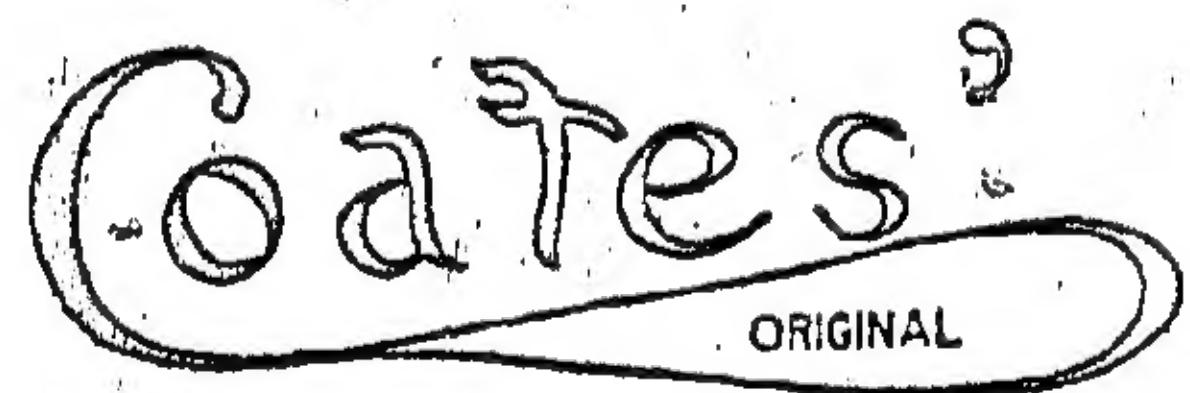


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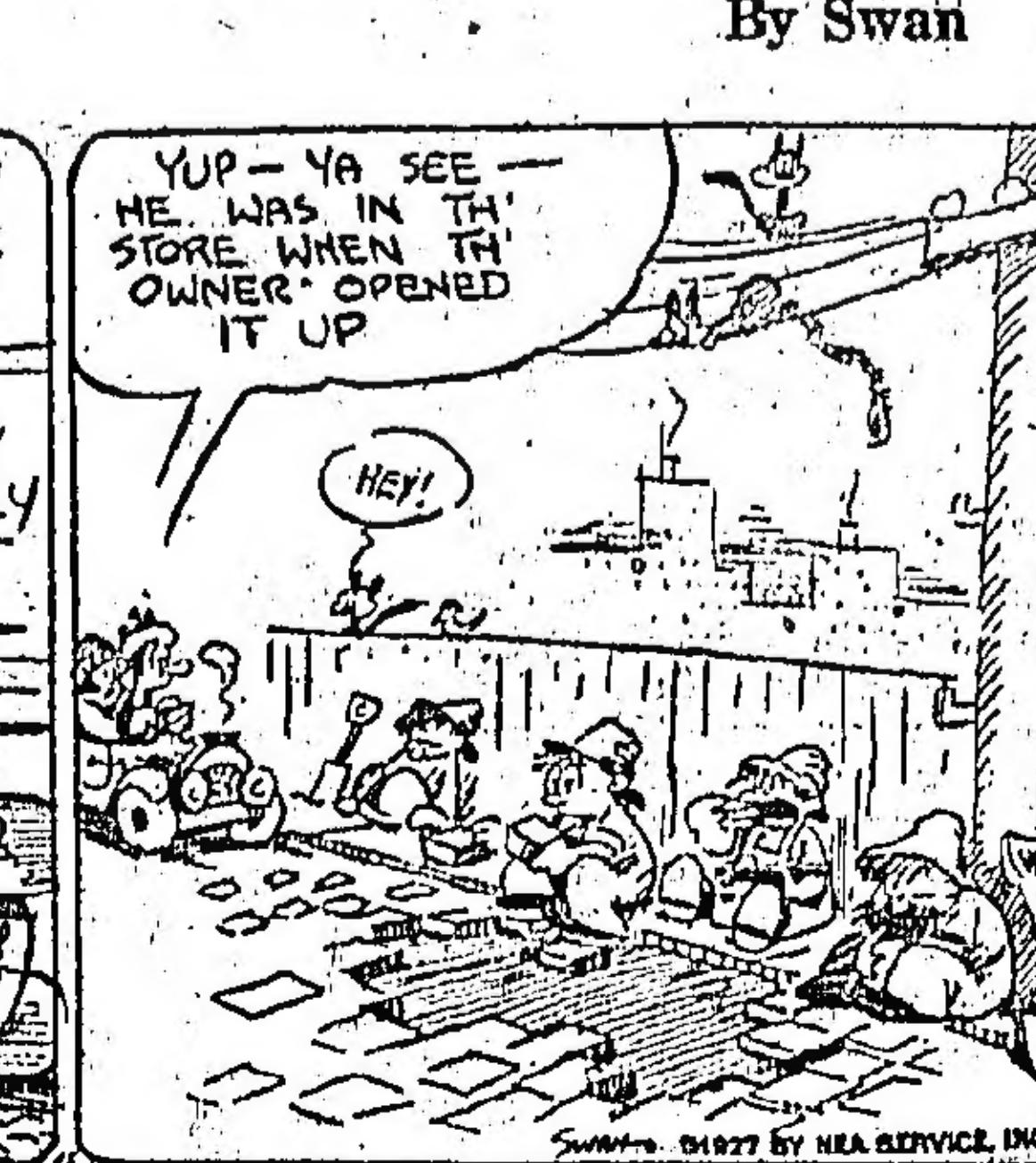
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FALSE NOTES.

INDIAN YOUTH ACCUSED
OF UTTERING.

Asraff Ali, who was last week charged with uttering a forged note in a house in Hollywood Road, appeared again yesterday afternoon before Mr. R. E. Lindsell.

Mr. F. H. Loseby appeared for the defendant and Detective Sergeant V. H. Baker prosecuted.

A Chinese, who acted as "boy" in No. 52 Hollywood Road, was the first witness called by the prosecution. This witness stated that the defendant and another man, who possessed a funny nose, called at the house at about 11.15 p.m. on the 28th of last month.

The defendant asked for a whisky and soda and his companion ordered for a drink of beer. The drinks were served and defendant produced a \$500 note, which the witness took to Miss Brent, the mistress of the house who was in the dining room at the time, in order to get the necessary change. When the witness got the \$495 in notes, he returned to the drawing room, where he noticed the two visitors together with two other ladies, Miss Morrison and Miss Lilie.

He counted out the notes and defendant took them and left. No words were spoken, excepting that Miss Morrison remarked that the defendant seemed to be very careless about the way he carried his money.

Identification.

This witness could not actually recognise the defendant but he recognised the "man with a funny nose."

Mr. Lindsell asked Detective Sergeant Baker if that man was being brought forward as a witness and was told that the man was outside the court. He was brought in and gave his name as A. M. Bux.

Miss Madeline Brent, the mistress of No. 52 Hollywood Road, was next in the box. She was in the dining room when her boy brought in a \$500 note and asked for smaller change. She was under the impression that one of the ladies in the house wanted the change and did not know it was intended for the visitors. She gave the necessary notes to the boy, and later "instinct told her to go and see who was spending that note."

She went to the drawing room and there saw two men. "I was startled to see men who looked like Indians there," witness added. She explained that her ordinary visitors were white men. The men left at once after she came to the scene.

Did Not Suspect.

On April 19th she took her money to the Bank and was told that the \$500 note which she was then about to pay in was a forgery. "I don't handle \$500 notes like five cent pieces; and I know where this one came from." She remembered distinctly that when she entered the drawing room on the 28th that one of the men was introduced as Iron Bux. At that time she did not suspect anything because she thought Bux had just had a fight and had a big note with him which he wanted to change, and being late at night he could not go anywhere else.

Gross-examined by Mr. Loseby, the witness said she had never seen an Indian in her house before. Asked how the defendants were admitted she said that the boy said they asked for the mistress of the house. She admitted that it was a common practice for the boy to handle all the payments made.

No Indian Friends.

Miss Ethel Blanche Morrison was the next witness called. She explained she had nothing to do with the management of the house. Defendant did not trouble to count the notes or fold them.

PROFESSOR PISLER.

DEMONSTRATION AT THE
LEE THEATRE.

The transmission of thought and many other feats were accomplished by Professor Harry Pisler when he demonstrated his powers at the Lee Theatre, Happy Valley, last night. The Professor is able to feel the smallest possible sensations communicated to him through thoughts and by this means is able to give a demonstration which is of considerable interest.

Demonstrating the transmission of thought the Professor asked a gentleman in the audience to write certain instructions on the blackboard, the demonstrator being blindfold. A local solicitor assisted, writing instructions to the effect that a gentleman's hat was to be placed on the head of another person. This the Professor accomplished in a few moments. He next removed a handkerchief from a gentleman's pocket and found a matchbox hidden while he was blindfold.

He also succeeded in discovering three cards concealed on different persons, and in finding the numbers written on them.

Further extraordinary experiments were conducted by the Professor, who demonstrated the experience of sensibility and magnetism, the fascination of animal, arresting the action of the heart, the phenomenon of hypnotism and catalepsy.

The demonstration, will be repeated at the Lee Theatre to-night and should draw a large attendance of those interested in the Professor's remarkable powers.

He just took them in one handful and pushed them into his raincoat pocket. She then told him to be more careful with the money and he then took it out of his raincoat pocket and pushed it into his inner breast pocket.

Witness emphatically denied that she had any Indian friends. Questioned by Mr. Loseby, she admitted that Iron Bux did not hide his identity at all.

Miss Lillian Grissons was the next witness and she corroborated in the main the statement of the last witness.

Mr. Loseby: Did you see a \$500 note tendered?—I have never seen a \$500 note in my life.

Mr. Loseby: Haven't you seen many \$500 bills?—No.

Mr. Lindsell: Have you seen many, Mr. Loseby? (Laughter).

Mr. Loseby: I have had to examine one very minutely.

Your Lordship.

Iron Bux was the next witness. He said that he had known defendant since his childhood days: they grew up together. This witness continually addressed the Magistrate as "Your Lordship" and after a few times Mr. Lindsell said "If you wish to call me anything at all, call me 'your Worship'." Witness thereafter referred to the Magistrate as "your Lordship, I mean your Worship."

Witness explained that he was born in Hongkong but had been away several times.

His Worship: "There has been plenty of evidence to show that you and the defendant visited No. 52, Hollywood Road, together. Now tell me, for what purpose did you go there?"

Witness: "My friend insisted that we have a drink together, so he took me up to Hollywood Road.

He saw the defendant tender a note but could not say what kind of a note it was. He merely saw it "flashed." He also saw the boy return with notes "flashed on a tray."

Witness added that he knew defendant lived in Aberdeen Street and that he was called Ali. He had given every assistance he could to the Police to find the defendant. Witness added that he had known Miss Morrison by sight for the last 10 or 20 years.

The case was adjourned until Tuesday next at 11.30 a.m.

PRAYA ACCIDENT.

MAN KNOCKED DOWN BY
MOTOR CAR.

An inquiry was conducted by Major C. Wilson and a jury at the Central Magistracy yesterday into the death of an unknown Chinese who was knocked down and fatally injured by a public motor car at the junction of Praya, East and An Tung Street on the night of April 14.

Dr. Craig, Medical Officer of the Government Civil Hospital, said that the deceased was admitted to the hospital in an unconscious condition at 9.15 p.m. on April 14. He was suffering from concussion and signs of a fractured skull. The man died at 1.30 a.m. the following day without regaining consciousness.

Performing a post mortem examination, witness' diagnosis was confirmed, death being due to a fractured skull, resulting in cranial haemorrhage.

The driver of the car was the next witness called and in describing the accident, said he was proceeding along the Praya from east to west, at 8.15 p.m. on April 14. On passing the entrance of An Tung Street the deceased rushed out of the side street in an attempt to cross the road. Witness swerved but was unable to avoid knocking the man down.

The deceased was taken immediately to the Government Civil Hospital.

In reply to question, witness said the deceased was running rather fast and was looking down at the road. The speed of the car was about twelve or thirteen miles per hour. Witness sounded his horn twice, as was usual when passing a cross road.

According to the evidence of a public ricksha coolie, the deceased was walking along the left side of the Praya and was not attempting to cross the road, when he was knocked down.

Sergeant Roberts testified to the car being in perfect condition, after which the jury returned a verdict of accidental death.

Mr. J. A. Summers, who was absent when his name was called as a juror, was later fined \$10 for contempt of court.

Mr. Summers pleaded pressure of business.

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OF THE FINEST LINES OF

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from L. Jacquin, Paris.

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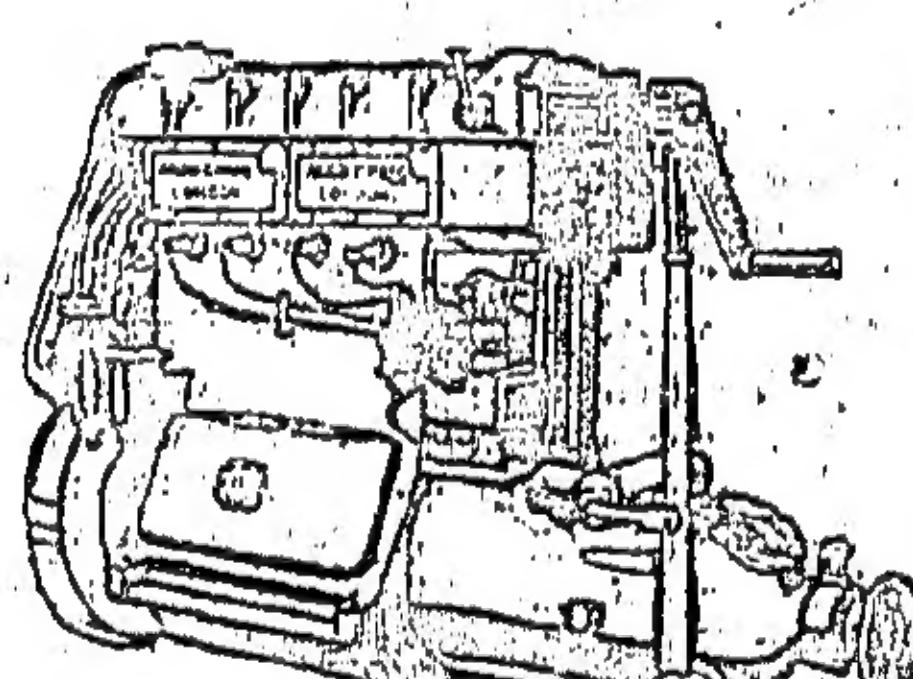
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4-6	H.P.	2	Cylinder
6-8	"	2	"
7-12	"	4	"
10-14	"	4	"
16-20	"	6	"
20-24	"	4	"
28-36	"	6	"
36-45	"	4	"
40-70	"	4	"
40-70	"	6	"
60-100	"	6	"

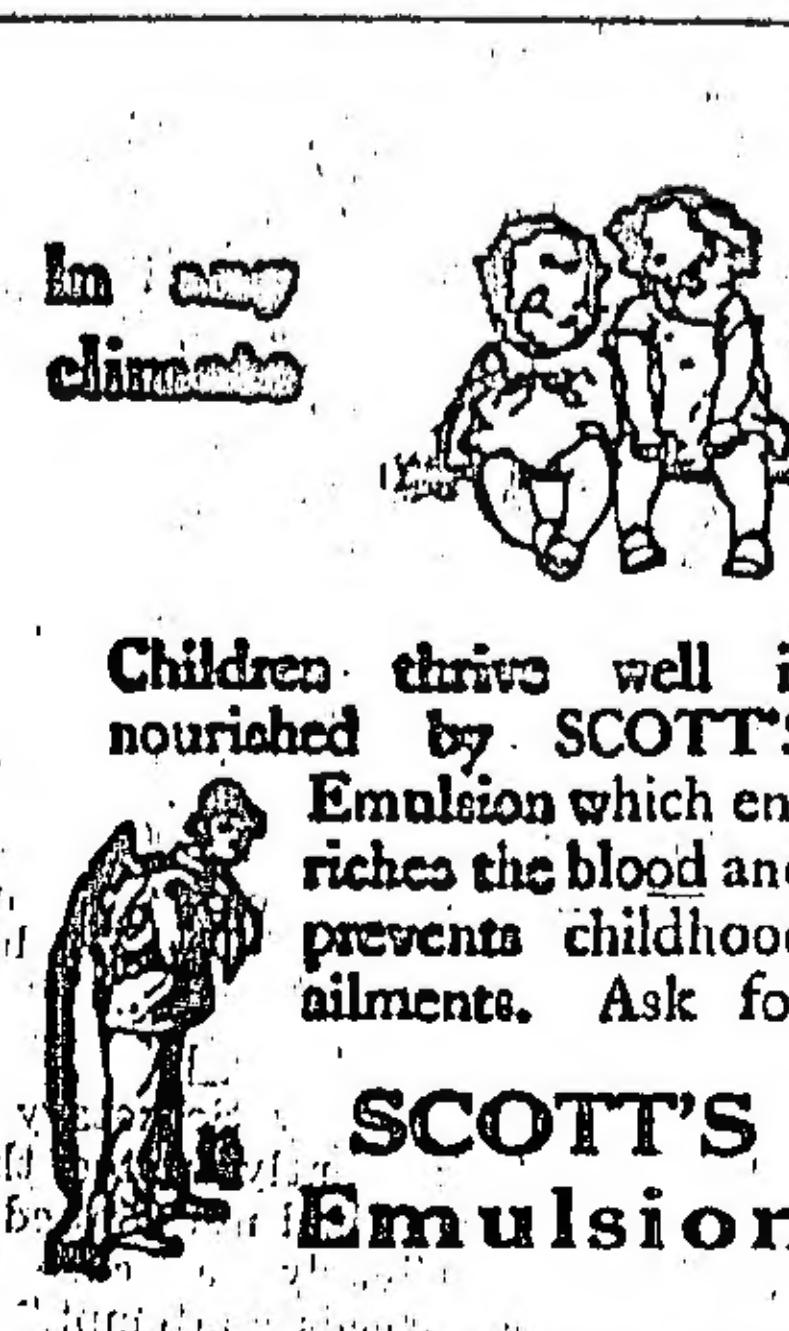
OVERHEAD VALVES. RELIABILITY—SMOOTH RUNNING.

All these are yours and more, when you put in an Ailsa Craig no trouble Marine Motor. The motor as supplied to H. M. The King, British Admiralty, Board of Trade and Royal National Lifeboat Institution.

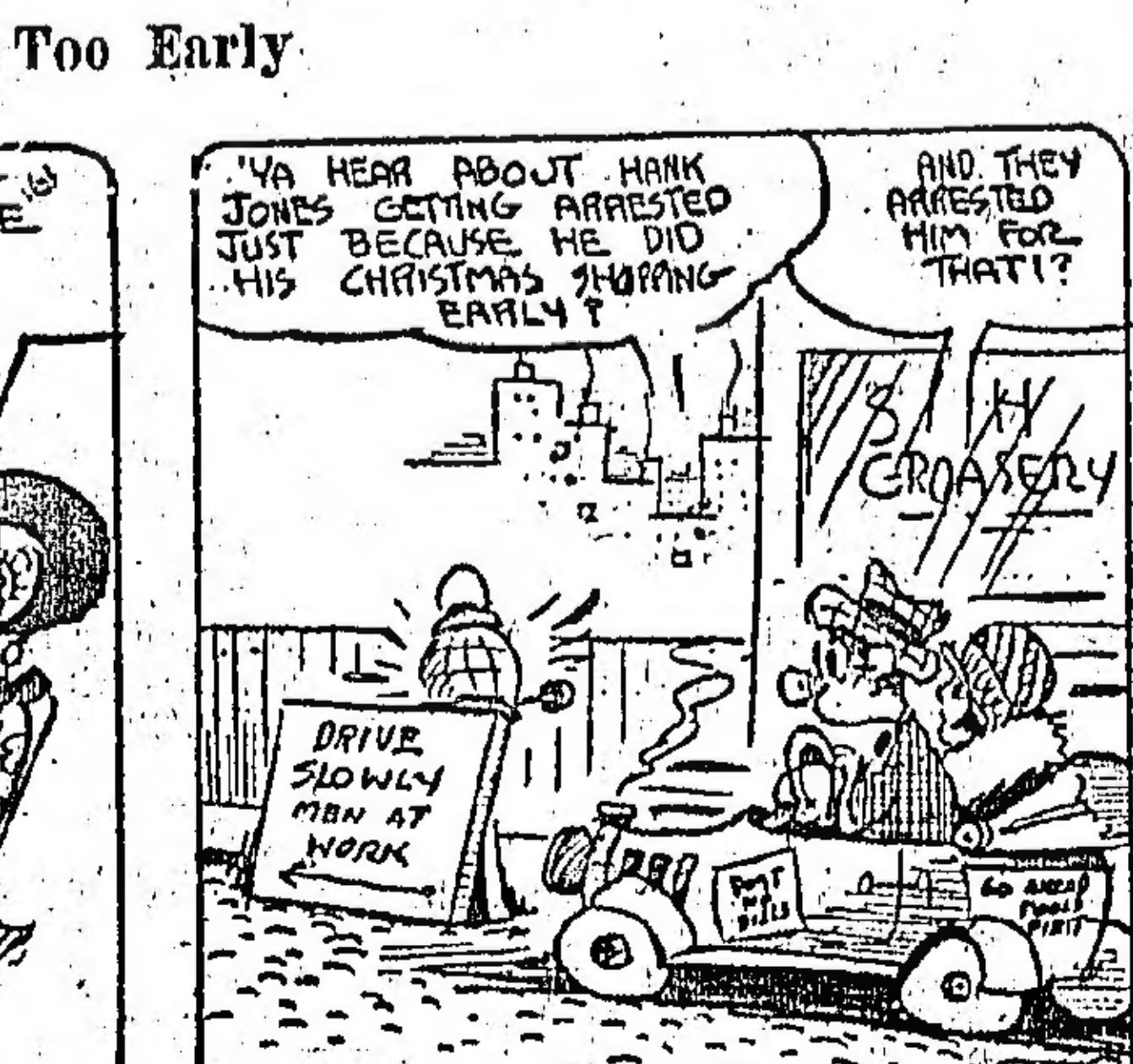
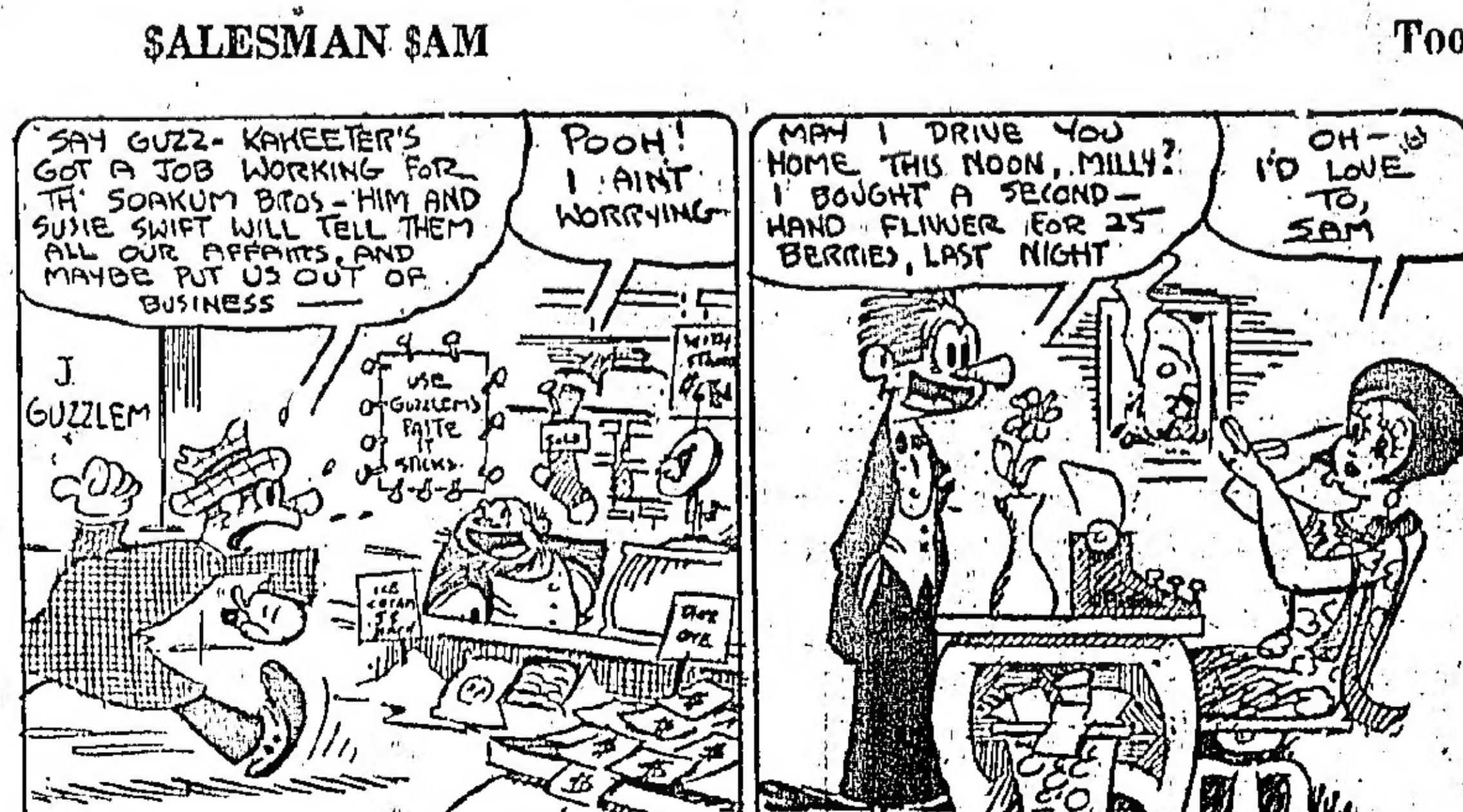
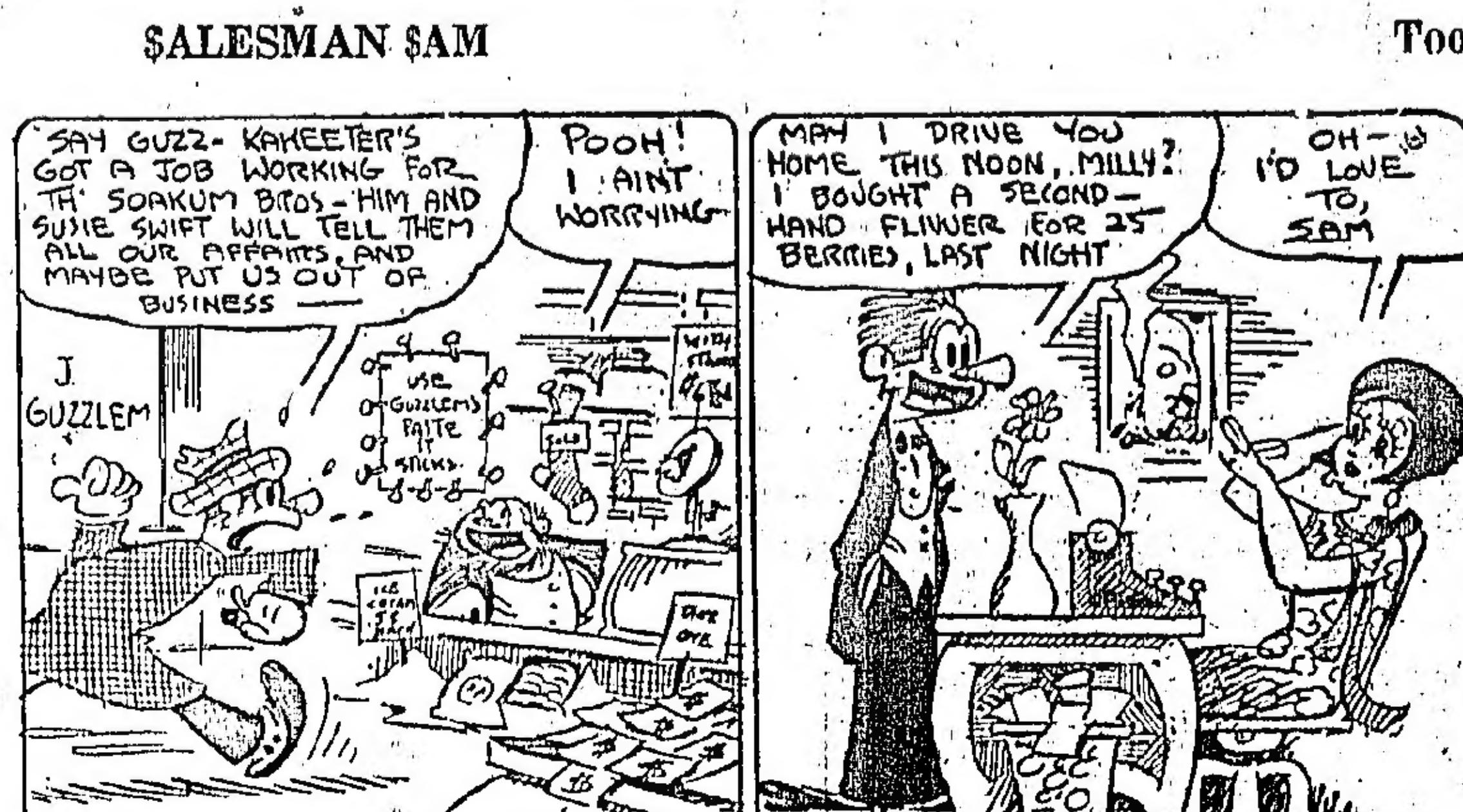
Sole Agents Dodwell & Co., Ltd. Phone C. 1030

By Swan

Too Early



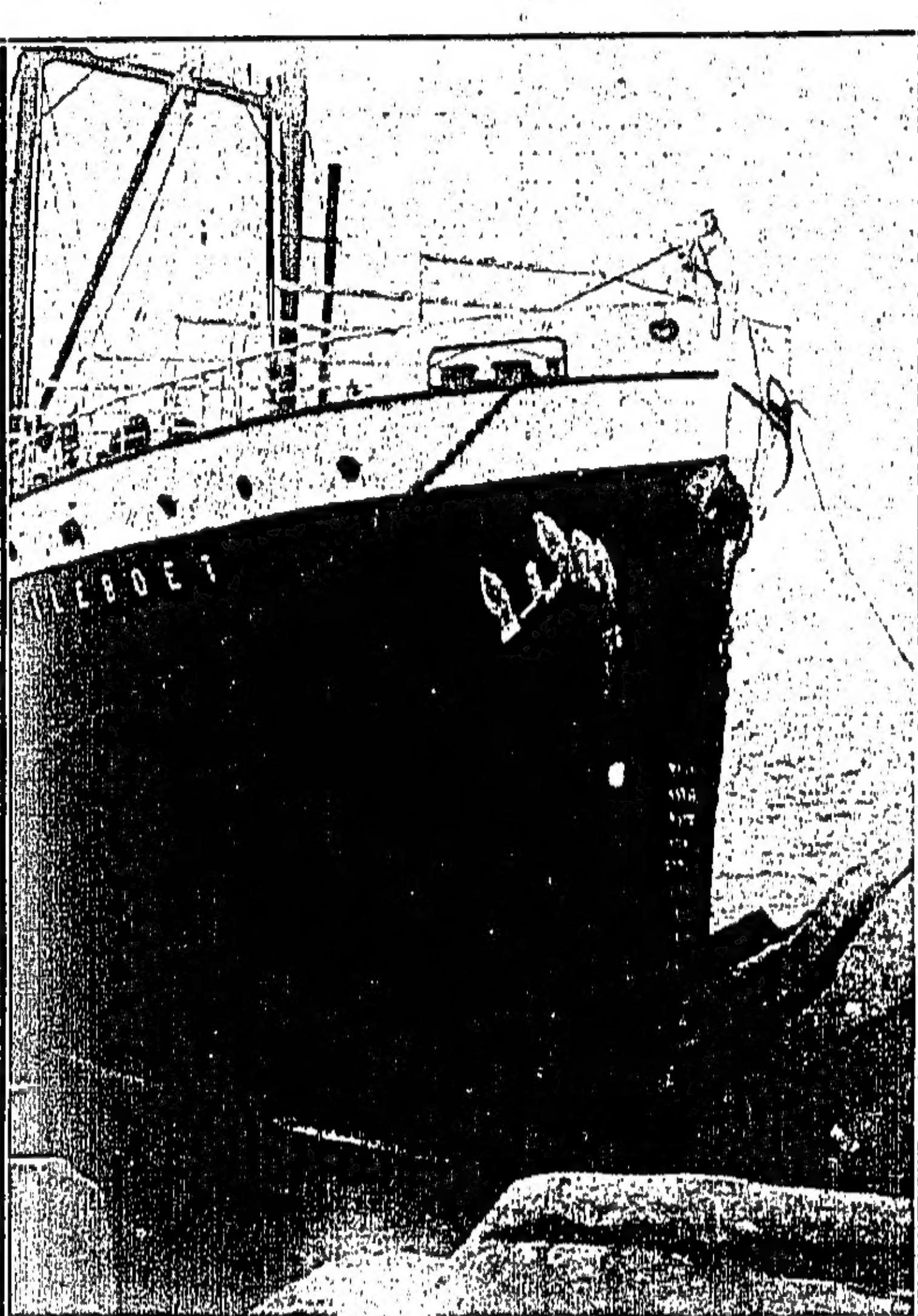
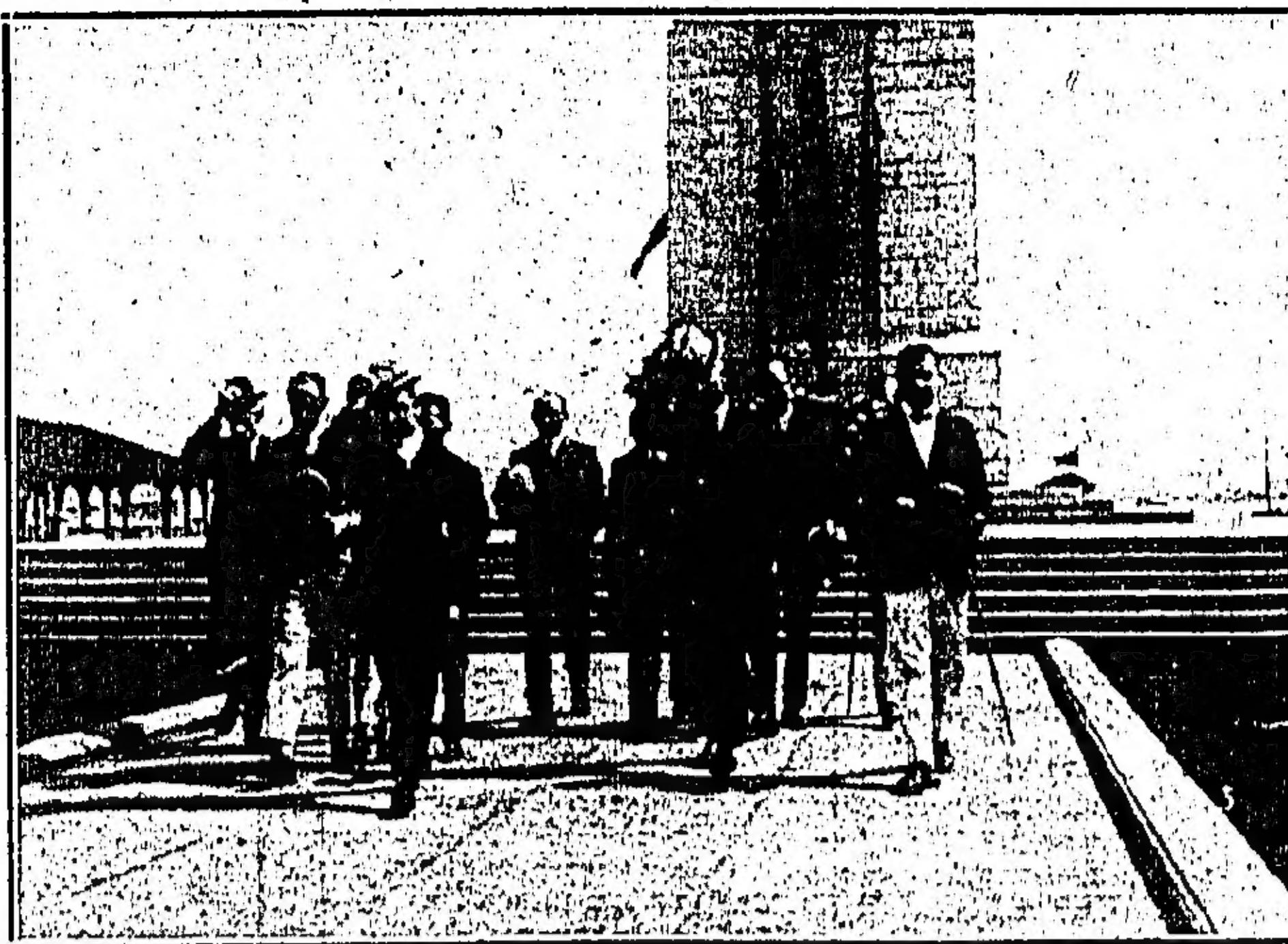
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Swan 01227 BY SEA SERVICE, INC.

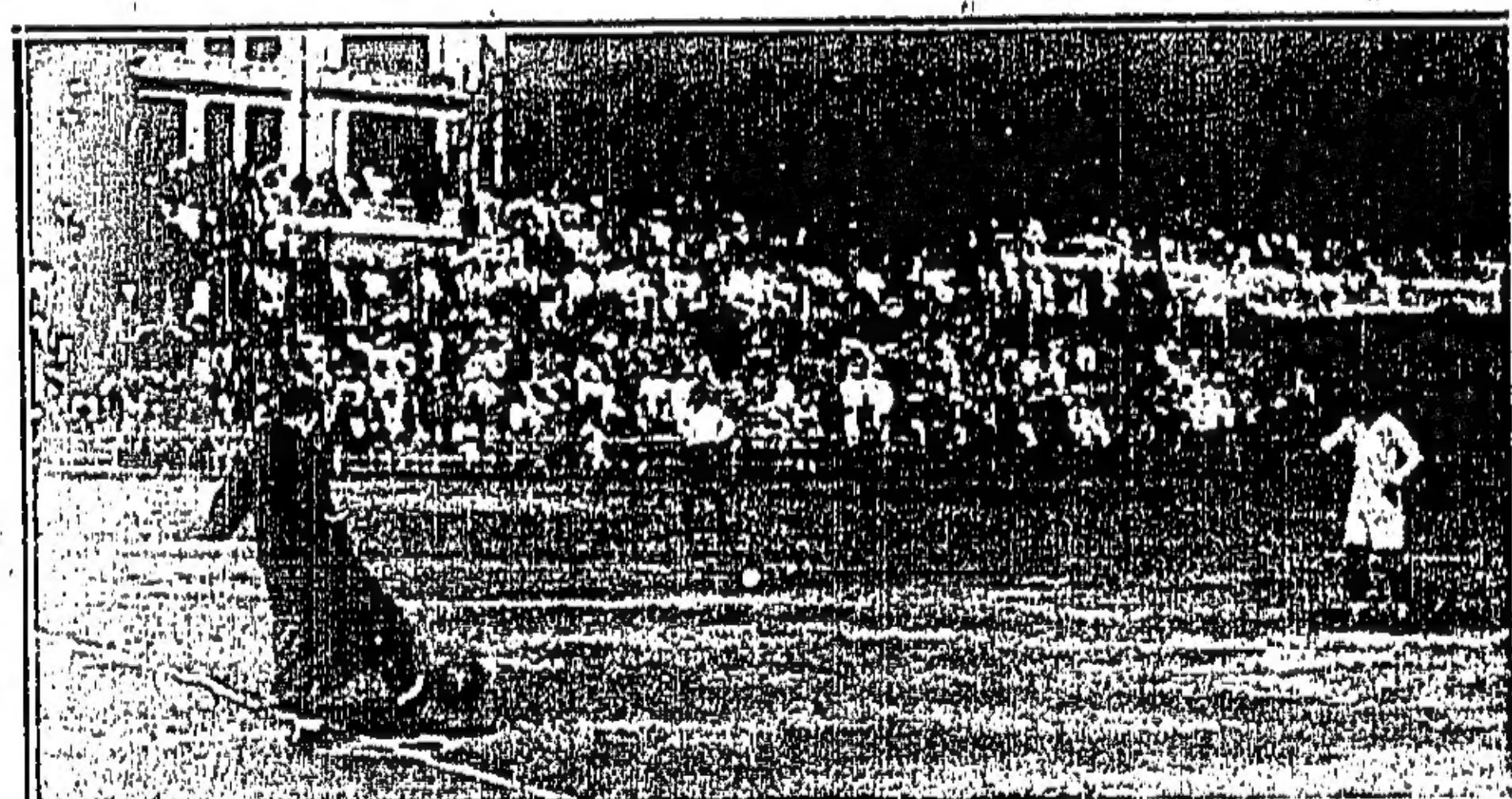
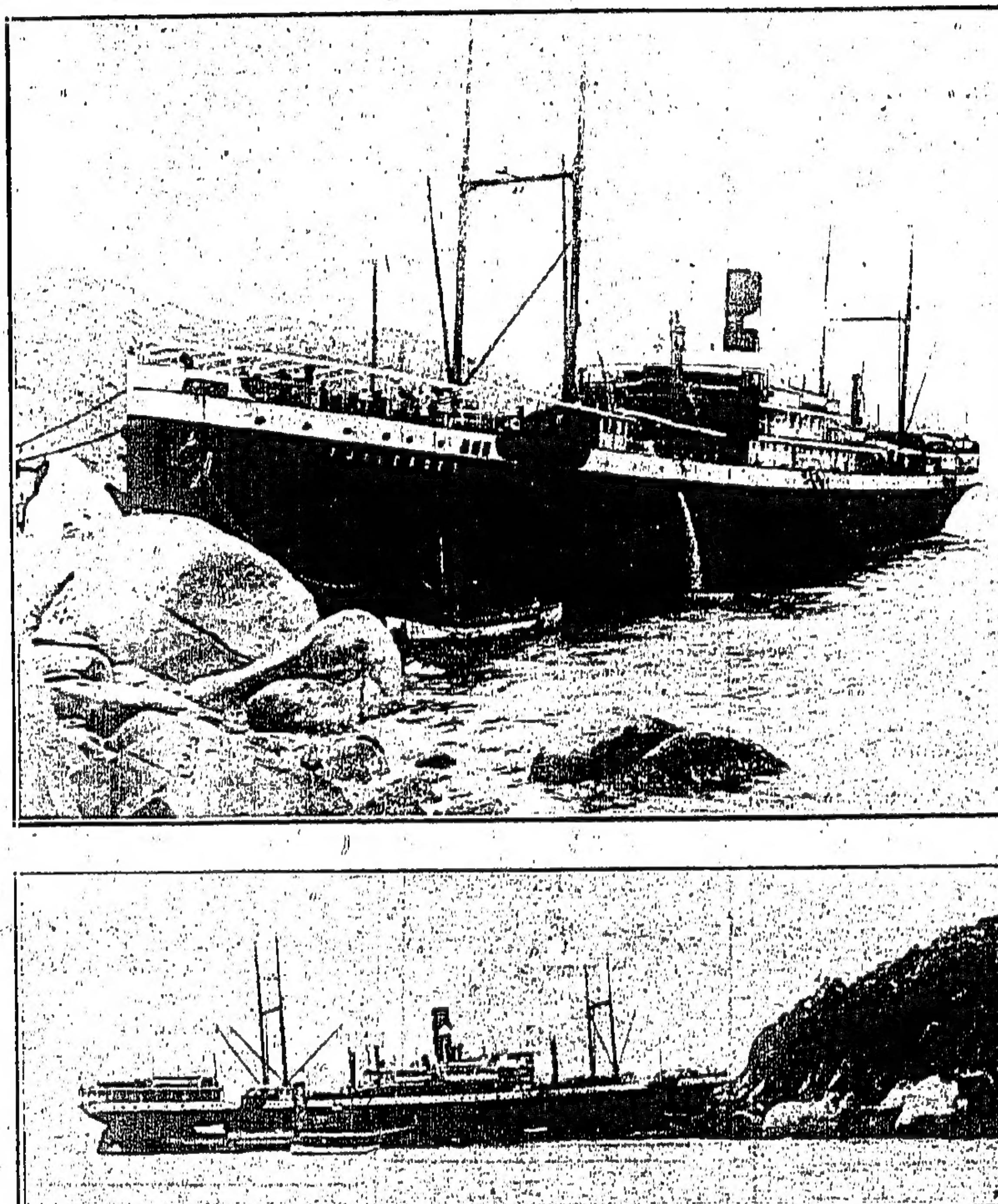


Monday, being Anzac Day, the Ex-Active Servicemen's Association laid a wreath on the Conotaph. The above photos were taken at the ceremony. (Photo: Mee Cheung).



The above and two side pictures of the s.s. Tjilboet were taken prior to the salvage operations. They clearly show the damaged bow and the hazardous position of the stranded vessel. (Photos by courtesy of Taikoo Dockyard).

Pictures showing the remarkable salvage feat appear elsewhere in this issue.



Sir Shouson Chow kicked off at last Saturday's charity football match between teams representing the Army and a side chosen by the H.K.F.A. The Army lost by two goals to one. (Photos: Mee Cheung).



Group taken at the wedding of Mr. D. H. Maxwell and Miss. Gostrida Tait, which took place at Union Church, Kowloon, last Saturday. (Photo: Mee Cheung).



The above picture shows the tastefully arranged extension at the Restaurant and Cafe of Messrs. Lane, Crawford, Ltd. (Photo: Mee Cheung).

(All photo engravings on this page by "South China Morning Post.")



Shirts and Underwear

Day Shirts. Sports Shirts. Vests. Drawers and Combinations.

No matter how strenuous the activity, how oppressive the climatic conditions, AERTEX will keep you cool and fit.

The principles on which AERTEX is constructed ensure perfect regulation of the body's temperature. The dangers of chill are almost obviated and maximum degree of comfort assured.

SEE THE COMPLETE STOCKS AT

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD



There is no worry or anxiety in rearing Baby healthily and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:
W. R. LOXLEY & Co.

WHITEAWAYS

THE "ICEBERG" FREEZER

THE "ICEBERG" FREEZER is superior to any in its simplicity and its success. There is no mechanism to get out of order, no cranking handle, no cog wheels, just a simple double walled container with 2 compartments, which are made impervious to outside temperature by the Vacuum Principle.



NO TURNING.
NO SHAKING.
HYGIENIC.

1 Q.T. 2 Q.T.S. 4 Q.T.S.
\$ 9.50 \$ 12.50 \$ 15.50

ICE CHESTS AND REFRIGERATORS
\$49.50 to \$139.50

FIRST FLOOR SHOWROOMS

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.

The Hongkong Telegraph.

1-3 Wyndham Street, Hongkong.

Every afternoon except Sunday.

Annual Subscription H.K. \$36.00

Outports 48.20

Foreign Countries 50.40

For advertising rates apply to the Manager.

Cable: Address.

"TELEGRAPH" HONGKONG.

CODES:—A. B. C. 5th Edition

Bentley, Western Union.

TELEPHONE C. No. 1.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:

1392, 1342, 1397, 1441, 1444,

1456, 1462, 1453, 1512, 1516,

5, 26, 32, 38, 72, 80, 88,

101, 102, 161, 168, 174, 191,

194, 208

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—3A, Wyndham Street. Suitable for Offices. Apply Hau Kee, 1, Wing Lok Street, first floor.

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. C.4630.

TO LET.—Furnished No. 515, The Peak, six rooms. Modern Sanitation, Large Garden, Tennis Court, Garage, etc. Apply to John A. Plummer, care of Bradley & Co., Ltd.

TO LET.—European Flat, 29A, Kennedy Road, 4 rooms 2 bathrooms, servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floors; Nos. 16, 17 & 18, First Floor; No. 16, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Furnished flat on Peak to let: two bedrooms with bathrooms, two reception rooms and enclosed Verandah. Modern Sanitation. Immediate Possession. Apply Box No. 207, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE OR TO LET.—European Flat No. 175, Kowloon Tong. Apply Fongson & Co., 4th floor, China Building.

NOTICE OF REMOVAL.

Our offices will be in Stephen's Building (5th Floor), Des Voeux Road Central, on and after 1st May, 1927.

BODIKER & CO.

NO WOMAN CAN AFFORD

to let her system become poisoned through intestinal inactivity, because to do so means loss not only of good health but of good looks. To restore daily regularity, and thus banish the chief cause of sick headaches, biliousness,

unpleasant breath and pimply, blotched skin Pinkettes are perfection. As gently as nature there durably little laxatives set matters right. Of your chemist, or post office, 60 cents per vial, from Dr. Williams Medicine Co., 60, Kiang- se Road, Shanghai.

PINKETTES KEEP YOU WELL

NEW ADVERTISEMENTS.

CHINA COAST OFFICERS' GUILD AND MARINE ENGINEERS' GUILD OF CHINA.

A Combined Meeting will be held at the Guilds' Offices 67, Des Voeux Road Central, on Sunday 1st May, 1927, at 10.30 a.m. Business Important.

W. J. STOKES, Branch Secretary, C. C. O. G. & M. E. G. C.

IN THE MATTER OF THE COMPANIES ORDINANCES 1911

and

IN THE MATTER OF TROLLOPE & COLLS (PAK EAST) LTD.

(in voluntary liquidation).

Notice is hereby given that in pursuance of Section 181 of the Companies' Ordinances 1911 a meeting of creditors will be held at the office of the Liquidator, at Messrs. Lowe, Bingham & Matthews, Chartered Bank Building, Victoria, Hongkong, on Saturday, the 28th day of May, 1927, at 12 noon for the purpose provided for in the said Section.

"Dated this the 28th day of April, 1927.

JOHN FLEMING,

Liquidator.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

Subject to weather conditions, it is hoped to play the FINAL of the OPEN SINGLES CHAMPIONSHIP on THURSDAY, 5th May.

FINAL of the OPEN DOUBLES CHAMPIONSHIP on FRIDAY, 6th May.

Prizes won during the tournament will be presented after the latter match.

BOOKING of REDUCED PRICES by MEMBERS

& SUBSCRIBERS will cease at 8 p.m. on MONDAY, 2nd May.

Booking will open at Messrs. Moutrie & Co., on TUESDAY, 3rd May.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

Owing to unavoidable circumstances my home leave has been postponed for two months or so, but Mr. Frank Goodwin's Power of Attorney will be effective from the date of my departure.

L. J. BLACKBURN,

Engineer & Manager.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Forty-sixth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Tuesday, the 17th May, 1927, at Noon, for the purpose of receiving the Report of the General Agents together with a statement of Accounts for the year ended the 31st December 1926.

The Share Register and Transfer Books will be closed from the 3rd to the 17th May 1927, both days inclusive.

JARDINE, MATHESON AND COMPANY LIMITED.

General Agents.

Hongkong, 26th April, 1927.

CHURCH NOTICES.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road. Service: at 11.15 a.m.

Subject "Everlasting Punishment." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday; 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Service and visit the Reading Room.

St. John's Cathedral, Hongkong St. Philip & S. James, May 1st, 1927. 2nd Sunday after Easter.

Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: Rev. W. R. Cannell, Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. Hyde Gosselin, R. N.

A Social Gathering will be held in the Hall after Evensong.

Music & Light Refreshments.

Tuesday, 3rd 6 p.m. C. E. M. S. Meeting.

Union Church: Kennedy Road, Sunday Service May 1st. Morning, 10.30. Hymns, 41, 317, 549.

376. Subject: Propagandism.

Evening: Vocal and Instrumental Recital at 5.30. Dr. Macandless will sing, "The Publican," by B. Van de Water, & "Ninety and Nine," by E. Campion. Organ Solos by Mr. G. E. Longyear: Theme in F. Foulkes: "Offertory," Pouliken. Service at 6. Hymns, 318, 272, 437, 675. Anthem: "O Love The Lord." Subject: The Still, Small Voice. Preacher: both Morning and Evening: Rev. J. Kirk Macdonachie.

PINKETTES KEEP YOU WELL

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 3rd. May, 1927,

at 11 a.m.

at Godown No. 21,

The Hongkong and Kowloon

Wharf and Godown Co., Ltd.

Kowloon.

(for account of the concerned).

30 Cases Yellow Metal Sheetings

Size 14 1/2" x 48" each case con-

tains 560 lbs. nett.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received

instructions to sell by Public Auction,

on TUESDAY,

the 3rd. May, 1927,

at their Sales Room, Duddell

Street.

A Large Quantity of Valuable

Household Furniture.

comprising:

Teak Bookcases, Glass Cabinet,

Chesterfield Couches and Arm-

chairs, Desks, Carpets, Curios, Pic-

tures, etc. etc.

Teak Dining Tables, Dining

Chairs, Sideboards, Dinner Wag-

on, Ice Chests, Dinner Crockery,

Glass Ware Cooking Utensils, etc.

etc.

Teak and Iron Bedsteads with

Mattresses, Wardrobes with and

without Glass Door, Marble Top

Wash Stands, Chests of Drawers,

Chamber Stands, Toilet Sets, etc.

etc.

A Few Pieces of Carved Canton

Blakewood Furniture.

and

One Cottage Piano by Challen

& Son.

One Cottage Piano by John

Brinsmead and Son.

One Ricksha.

One Enweco Gramophone.

Two Enweco Cabinet Grama-

phones.

One Cottage Piano by "Moutrie."

One White Frost Refrigerator.

One Tin Lined Box containing

Theatrical and Fancy Costumes,

Red Indian Tents and Santa Claus

Costumes complete.

On View from Monday, the 2nd

May, 1927.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

HONGKONG FOOTBALL LEAGUE.

CLUBS IN MEMBERSHIP ARE

REMINDED THAT ALL SUG-

GESTED ADDITIONS, AL-

TERATIONS OR AMENDMENTS

TO THE RULES OF THE ABOVE

LEAGUE MUST BE SENT IN TO

THE UNDERSIGNED. NOT

LATER THAN May 1st, in accordance

with League rule 25.

W. E. HOLLANDS,

Hon. Secretary.

Hongkong, 24th April, 1927.

ROYAL ARTILLERY ATHLETIC

MEETING 1927.

To be held on the United Services

Recreation Ground, Kowloon, May,

6th and 8th.

OPEN EVENTS:—

6th May.

One Mile Flat Race—Timed for

3-10 p.m.

One Mile Relay Race—Timed for

5-0 p.m. (220, 440, 880, 220, Yds.

Teams of 4.)

Open to the Royal Navy,

European Garrison (including

H.K. & D.C.), Hongkong Police,

and British Residents.

Sports to commence at 2-0 p.m.

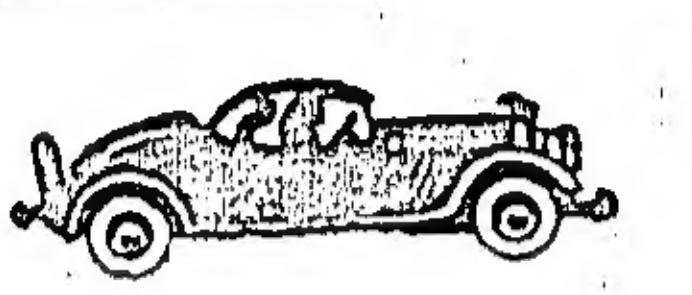
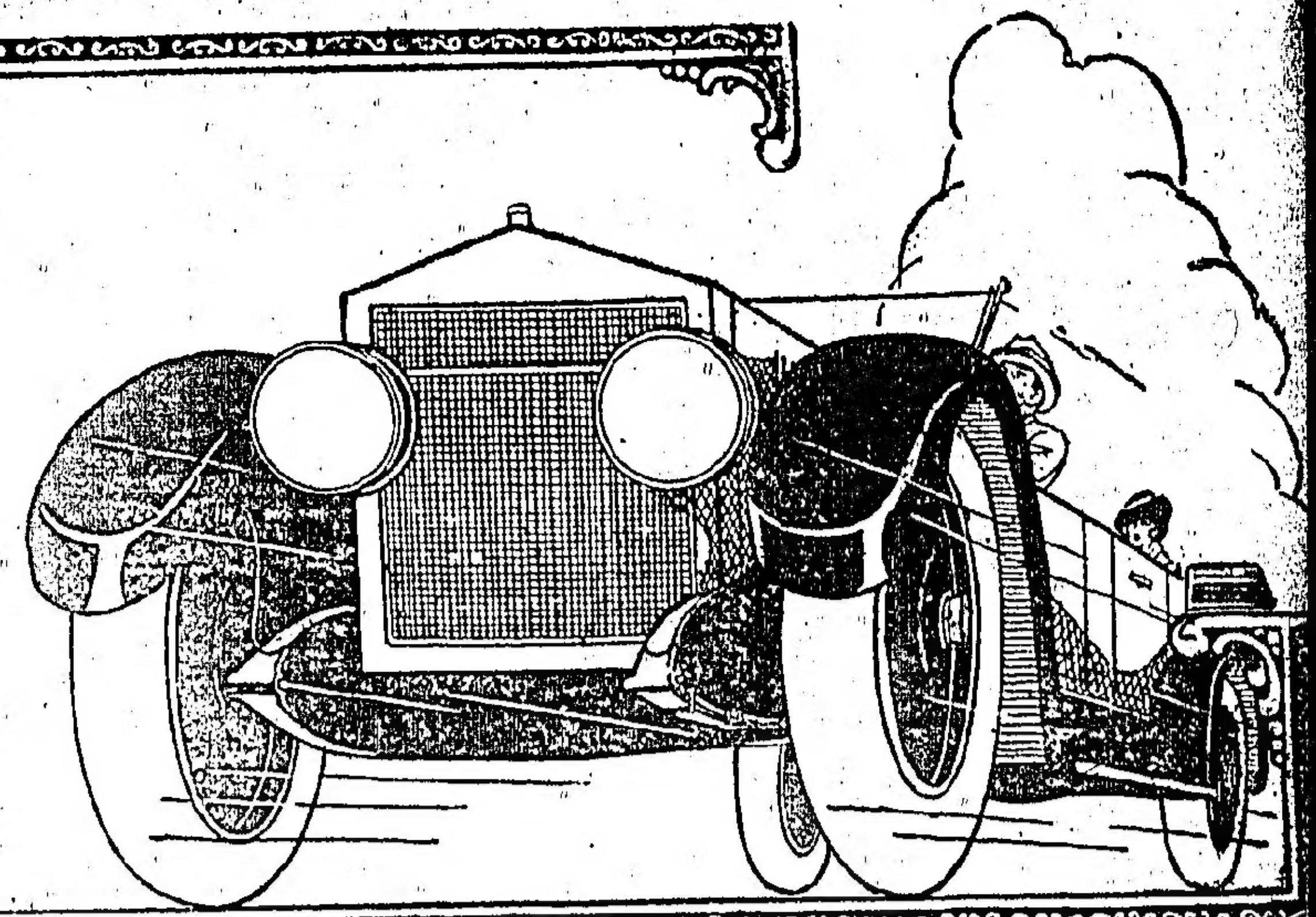
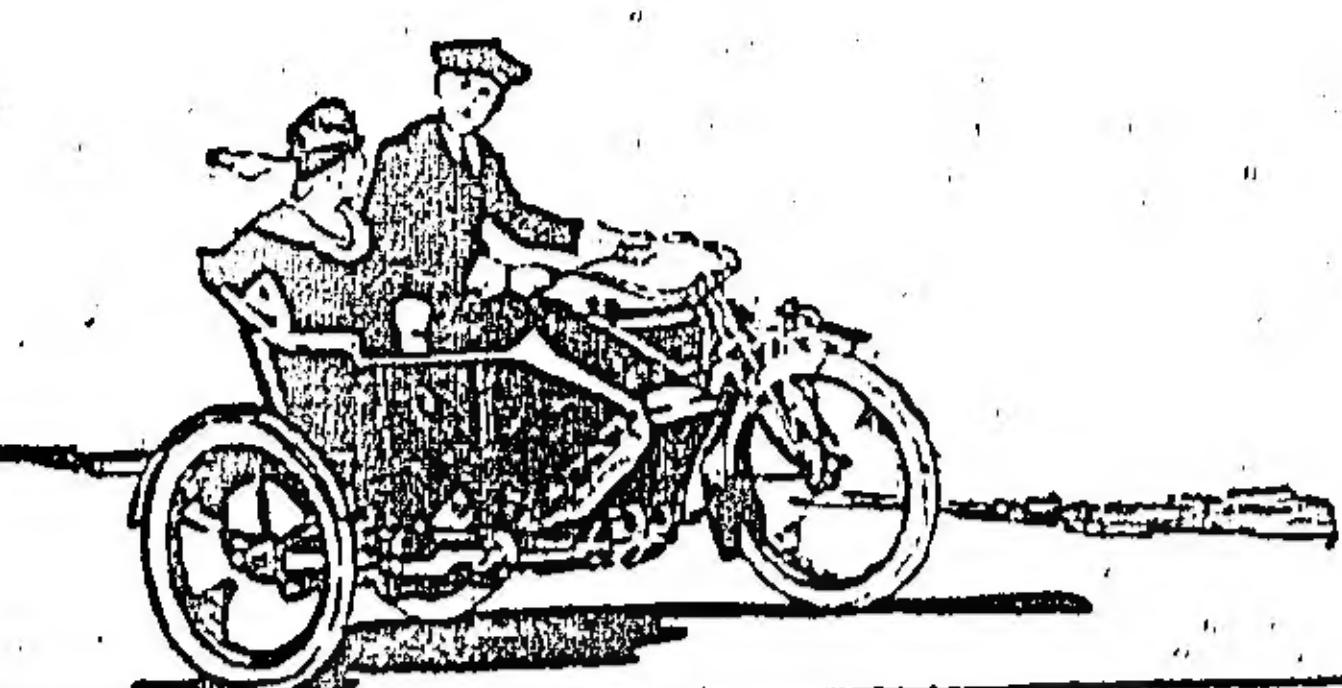
each day.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 30th APRIL, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Commercial Transport.

The automobile is gradually solving the problem of commercial transport in Hongkong and South China generally, and it is gratifying to notice new motor trucks and lorries on the streets. Unfortunately, the antiquated hand-hauled truck system still obtains, causing, as it so frequently does, obstruction and delay to other modern traffic. One of the most annoying aspects of these cumbersome trucks is that the coolies will persist in drawing them along the tram lines, and we sometimes wonder whether their track-width is specially ordered so that the wheels fit the tram-lines. That they do is quite evident, and it would appear to be something more than mere coincidence. The coolies are invariably reluctant to move over to the side of the road, and even if they do, the movement is a slow and annoying one. Either they should be prohibited on certain thoroughfares during specified hours, or the number licenced should be limited. With such a quicker and more economical service offered by motor traction, it is surprising that much merchandise is carried by so precarious a method.

Bathing.

It is quite possible that Tai Wan Bay will be used as a public bathing beach this year, and should this be so, the public would appreciate a bus service there. No doubt one of the present Companies would be willing to provide transport facilities if approached. We imagine that a request from the K.R.A. would have the desired effect.

Roads.

Conduit Road can be reached by the new road leading from Robinson Road, the whole length of the former thoroughfare now being passable. The new road is not in good condition at present, loose stones being strewn over the surface, thereby causing danger to tyres. This state of affairs will not last for long.

Kowloon Ferry.

It is time something was done to show motorists the right road to use when approaching the Kowloon Ferry. It is true that a white line exists at the junction of Canton and Salisbury Roads, but apparently this does not apply to motor buses as they cross the line and approach the ferry on the right hand side of the ricksha shelter. If a motorist does this, his number is taken and he is probably summoned, although nothing is definitely laid down that he should keep to the left hand side of the shelter. We think this is hardly satisfactory, because, if it is deemed desirable that motorists should only use a certain portion of the roadway, surely portions should be exhibited. In any case, if the Authorities wish to enforce the present system, a regulation should be framed to cover it, because motorists would then hardly have grievance, it being generally accepted that ignorance of the law is not an excuse.

Vehicle Testing.

When one looks round and studies the motoring conditions in Hongkong and the Peninsula, one cannot help being struck by the high degree of safety that exists, whether one be the much rated pedestrian or the more rated motorist. Hongkong's driving conditions are so self-ap-

parent that there is no obligation on us to point them out, and the part the Traffic Department plays in ensuring such safety is very big. It is generally known that all public vehicles and lorries are regularly tested, and are not allowed to run until they are brought to the required state of efficiency, but it was not until recently that such vehicles in the New Territories came under supervision. A short while ago it was decided that vehicles in the New Territories should also be regularly tested, and the results have shown that such action was not too early. Drastic action has been taken with the result that a large number of lorries have been taken off the roads. With very few exceptions lorries were found to be in bad condition generally, and as they were largely used for carrying passengers as well as loads, the danger attendant on their journeys is apparent.

Former Services.

Formerly services from Sheung Shui to Un Loong Market were run by the Nam Hing Bus Co., and also the Duro Garage ran a big Burford bus from Laichikok to Un Loong Market. The licence for carrying passengers is \$240 per year, while a lorry licence only amounts to \$24 during that same period.

Unfair Competition.

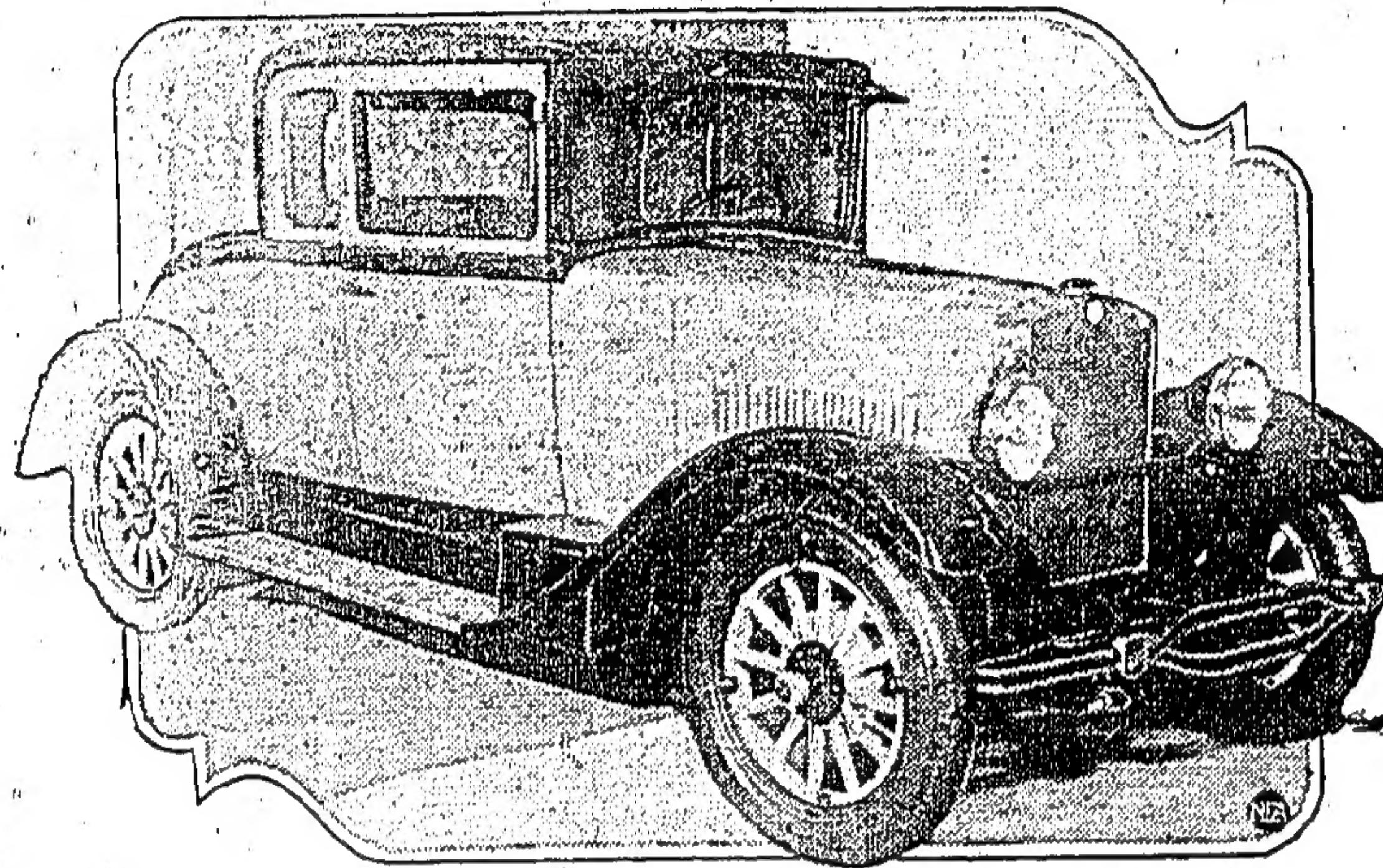
Although in contravention to the regulations the lorry drivers competed against the passenger buses, and because of the small fee for a licence, and apparently negligible amount spent in repairs and upkeep of the lorries, they were able to "cut" the passenger buses, with the result that what might be termed safe passenger service was used less and less. As a result the passenger buses stopped running, and the lorries, which have been found to be generally in a dangerous state, continued to carry passengers in addition to goods. It was not uncommon until recently, to see a lorry loaded up with timber or farm stock travelling along the road, with coolies sitting on the sides of the body and in the driver's seat. This overloading added a serious danger to the road, as owing to the general bad condition of the vehicles, and inefficiency of the brakes, anything was liable to happen. When coolies have been riding so, a sudden swerve of the lorry has thrown more than one into the road, usually causing serious injury, and in some cases death. Consequently, it cannot be said that anything like safety could be guaranteed in the New Territories passenger traffic, but now the Police have stepped in that has altered, and as a result of their special efforts, the unfair competition will be removed, and a safe bus service will be possible.

New Services.

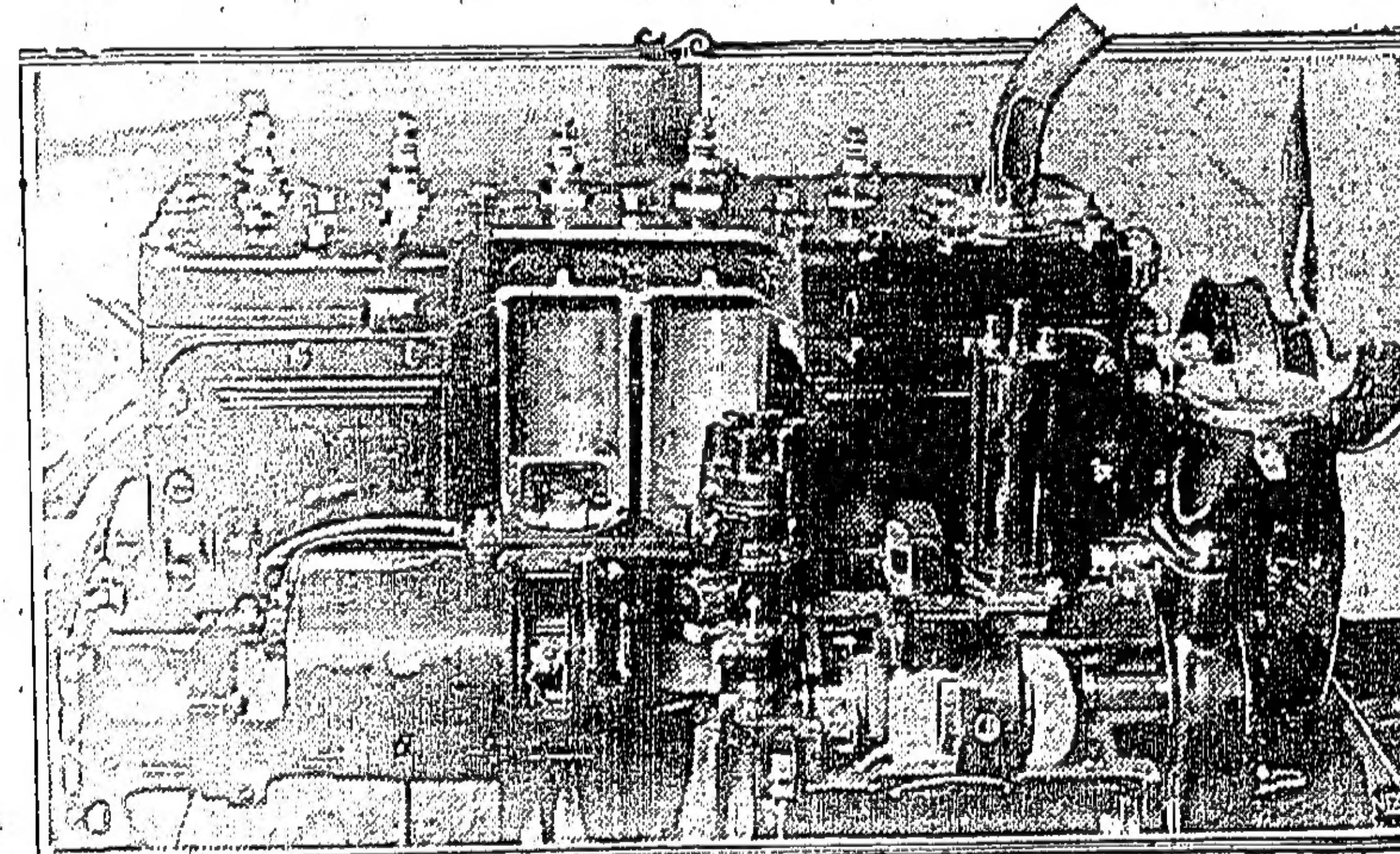
In view of the action taken by the Police Authorities, new services in the New Territories will shortly be re-commenced.

The Choung Mei Bus Co., which has been newly formed as a Bus Co., will commence a service from Laichikok to Un Loong Market, via Castle Peak in about a fortnight's time, with one 30 cwt. bus. The body which has been built at Shamshuiipo, was designed under Police Supervision, and is in conformity with the local regulations ruling in the New Territories, which are that a vehicle shall not weigh more than 2 tons when fully laden. This bus will be fitted with four wheel brakes,

AFTER 75 YEARS OF CARRIAGE BUILDING.



Studebaker celebrates its seventy-fifth anniversary—wagon and motor—with the American introduction of the Erskine 6, a European type of light, high-powered car. The all-steel bodies are designed by Dietrich and include a custom sedan for five, a custom coupe for four, a business coupe for two and a five-passenger touring. Closed models have unusually low top lines, the model shown being only 6' 1-2 inches in height.



Close-up of the power plant of the Erskine 6, the "cut-away" showing the small piston displacement. It is an L-head type of motor, with a 2 5-8 inch bore, a 4 1-2 inch stroke and a total displacement of 146.1 cubic inches. It develops 40 horsepower at 3,200 revolutions per minute.

A NEW MODEL.

The Erskine Six Now Here.

The introduction of the "Erskine Six" has met with great success both in the United States and Europe, and is further evidence of the enterprise and ability of the Studebaker engineers. Experts have universally agreed that the progress of motor development has been advanced to a considerable degree by this model. We understand that the local agents, the Hongkong Hotel Garage, are now showing these cars at their Queen's Road showroom.

vacuum servo operated, and will carry 16 passengers. The body has been designed to suit the traffic for which it is to be used, which is mainly the conveyance of coolies, while provision has also been made for 4 first class passengers. Allowance has also been made for the carrying of a certain quantity of goods. Two or three more 13 cwt. buses will be put on the road as the service warrants. The Nam Hing Bus Co. will also re-commence operations with a 12 passenger bus shortly.

Miss Doris Hinton, of Chilwell, was listening to a radio when she suddenly put down the headphones, lay back and went to sleep. That was four years ago. She remained unconscious for more than a year. Under continuous treatment by specialists she is slowly recovering. Although still unable to speak, she has regained her sight and can write letters. Physicians, though puzzled by the malady, believe the girl will become entirely normal.



ANSWER THE CALL OF SPRING— DO IT WITH A HARLEY-DAVIDSON

Get Astride a Harley-Davidson motorcycle and let it carry you with the velocity of the wind, if you wish, over winding, shaded roads to the beauty spots of nature.

Know the joy of having in control power that will propel you and your mount over steepest hills without apparent labour. Ride slow, ride fast, as you will, as the mood moves you. Travel trails impassable to automobiles, see the out-of-the-way unique spots.

The joy of such sojourns is not limited to the wealthy man only. It is within reach of every man with an income.

Dependable, economical and highly enjoyable transportation can be yours if you own—

A HARLEY-DAVIDSON MOTORCYCLE.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



GIVE ME A PAIR OF
SHOES . . . ANY OLD
PAIR . . . WILL DO!

You never step into a shoe store and say, "Give me a pair of shoes . . . any old pair will be all right." You know that shoes must fit exactly. Size too large will cause a blister. Size too small will bring an ache.

Engines are of different sizes and shapes, too. The clearances between parts, the oil feed systems, operating temperatures . . . must be fitted with exactly the right body and quality of oil. An oil too heavy will not flow easily. A light oil will not maintain complete oil film. Cheap oils "crack."

The grade of Mobil oil recommended in the Mobil oil Chart fits your motor perfectly. The Chart is made by engineers . . . it is endorsed by 609 automotive manufacturers . . . proved correct by millions of motorists.

Don't ask for cheap oils, any more than you would ask for a cheap pair of shoes. Mobil oil will last twice as long as ordinary oils . . . will give you more full-powered, trouble-free miles.

Mobil
vacuum oil company, hongkong

VACUUM OIL COMPANY, HONGKONG



LIBERAL CLAIM SETTLEMENTS

For full particulars apply to:-

THE UNION TRADING CO., LTD.

Prince's Building.

Phone Central 587.

CHINA UNDERWRITER, LTD.

FOR
ALL CLASSES
OF

MOTOR INSURANCE

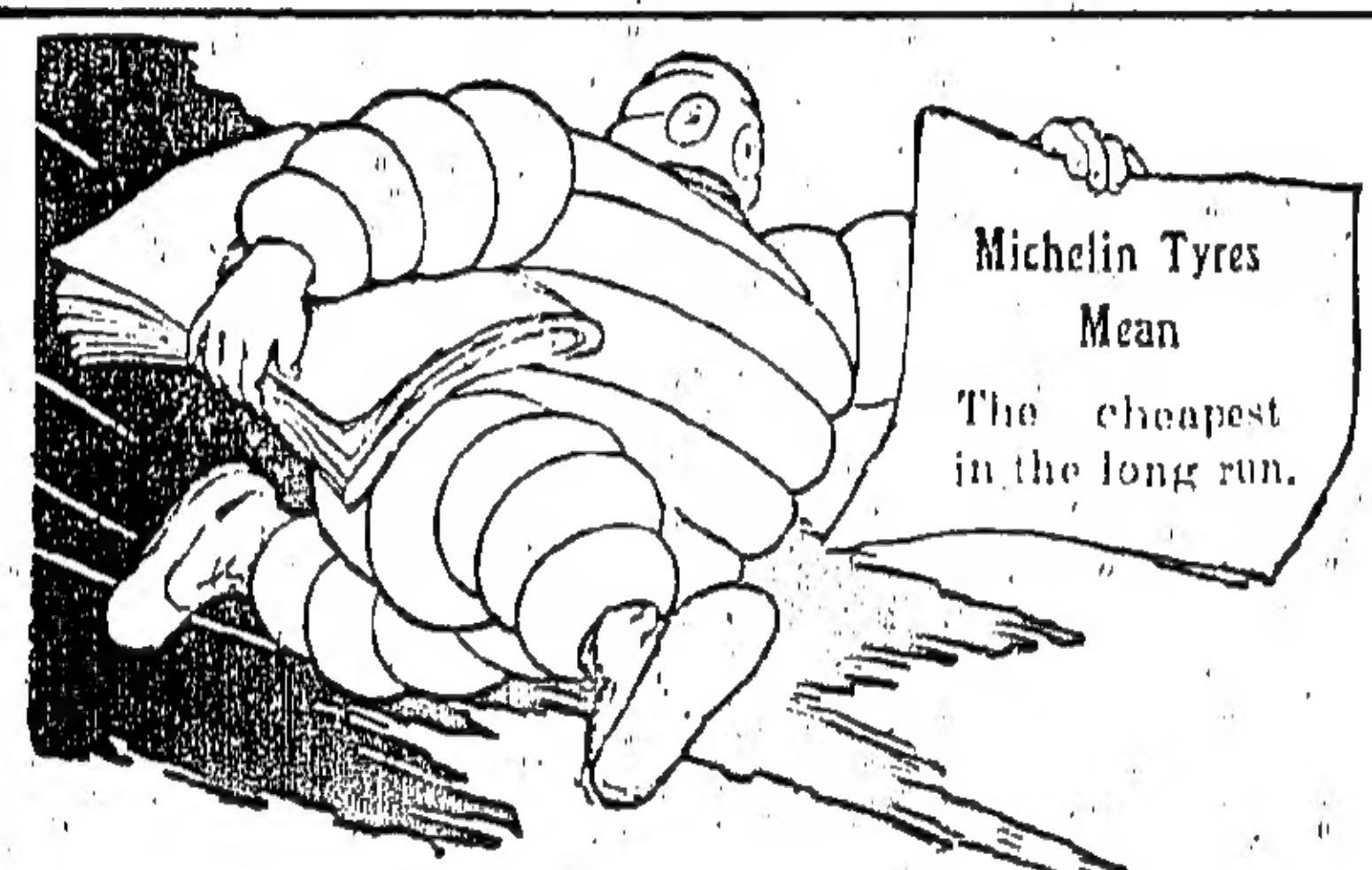
WRITE FOR PROSPECTUS

HEAD OFFICE:-

ST. GEORGE'S BUILDING, HONGKONG.

TELEPHONE:

C. 1121-2



Shipments arrive every week from France to ensure fresh goods only.

Sole agents for South China
J. GIBBS & CO., BANK OF CANTON BUILDING
Phone C. 704

Phone C. 704

BRITISH MOTOR CYCLES.

Progress by A.J.S. in 1926.

The long list of successes won by the A.J.S. Machines in the year just closed goes once more to prove that these British-built Motor Cycles are still, as in days of yore, supreme throughout the world, alike in design, material, workmanship and service.

And whether they were entered in short speed runs or for long gruelling tours over rough country roads, 1926 witnessed the addition of many notable victories to the ever-growing roll of honours won by the A.J.S. Machines, of which it has been aptly said they "span the hemispheres."

Among the more recent of the world-wide successes of A.J.S. Machines in 1926 may be mentioned the securing of highest awards in the Scottish Six Days' Trial, the International Six Days' Trial, the Victory Cup Trial, the Travers Trophy Trial, Reliance Cup Trial, the Western Centre Open Reliability Trial, the London-Lands End Trial, London-Exeter Trial, etc.

In speed events at home A.J.S. Machines made the fastest laps on record in the 1926 International T.T. Races in the Isle of Man, a 500 c.c. A.J.S. making a speed of 69.68 m.p.h. from a standing start on the first lap, and 70.43 m.p.h. on the second lap, the average speed for the two laps being 70.1 m.p.h. Last year's Amateur T.T. also saw the A.J.S. figuring conspicuously in the Senior race, winning by a margin of 12 minutes from the second man, and also establishing the fastest lap at 62 m.p.h. A.J.S. Machines won the 350 c.c. class Scottish Speed Championship, the 350 c.c. class Welsh T.T., the 10 miles Welsh Championship, the Leinster 100 miles Road Race, and also made the fastest lap in the Irish Championship.

Further afield the victories of A.J.S. Machines in 1926 included amongst others, the following events:-The Australian Junior and Senior Grand Prix Races; in the Australian Silver Cup Race, First and Second places were gained, a 500 c.c. A.J.S. making the fastest lap at 93 m.p.h. The Natal 100 miles Handicap Road Race was also won by an A.J.S. 350 c.c. Machine and Sidecar, and in the Salisbury (Rhodesia) M.C. C. Hill Climb A.J.S. 500 c.c. was first, making fastest time of the day. In Japan, First, Second and

Third places in the Speed Championship of Western Japan were taken by A.J.S. Machines, which were also winners of the Junior T.T. Race and the Senior and Junior 150-miles Osaka-Amanohashi Road Race.

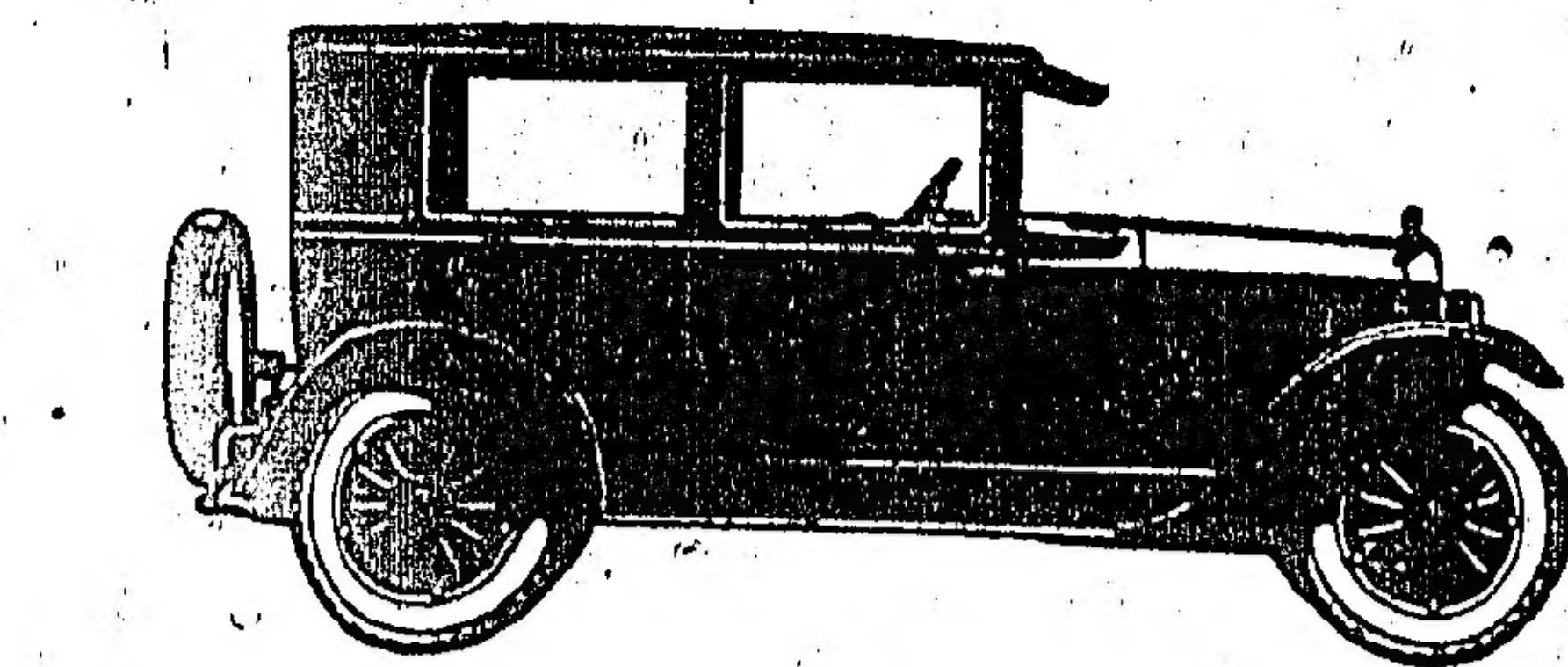
Nearest home, in Spain, the Castilla-Cataluna Race, a 3.49 h.p. A.J.S. broke all records for general classes, covering the 76 miles at an average speed of 74.05 m.p.h. Also first in 350 c.c. class, making the record fastest lap at 77.78 m.p.h. In the Robassada Hill Climb, A.J.S. were first in the 350 c.c., 600 c.c., and 1,000 c.c. Classes, also making record time in the 600 c.c. Class for the hill. In the Sabadell Reliability Trial (185 kms.) an A.J.S. 500 c.c. and Sidecar was first and made fastest time. In the Barcelona-San Sebastian Race the Silver Cup was won by a 4.98 h.p. A.J.S. and Sidecar.

The German Grand Prix was won by a 350 c.c. A.J.S., which also made fastest time of all classes, including up to 1,000 c.c. at 85.24 m.p.h. The "Solitude" Race was also won by A.J.S. 350 c.c., the same model being first in the 500 c.c. class Gorlitz Race and making fastest time of the day. In the Zobden Hill Climb, an A.J.S. 3.49 h.p. secured First and Second places in the 350 c.c. class, and First in the 1,000 c.c. class. Also First in 500 c.c. Class, making fastest time of the day. In the Sports Tagblatt, Gratz (Austria), four 3.49 h.p. A.J.S. took four First class Awards. In Belgium the 4.98 h.p. A.J.S. was First and made record time in the Grand Prix d'Europe in the 500 c.c. Class. First position and the Terry Gold Cup was taken by a 3.49 h.p. A.J.S. in the 350 c.c. Class, and two special Gold Medals were awarded.

Among other unique performances by A.J.S. riders in 1926 may be mentioned a rider who won all the 26 events he entered for at one meeting, while another claims to have made a world's record long jump, clearing 62 ft. 3½ ins. on a 3½ h.p. A.J.S. The latter rider also won a 15-lap race on the Pretoria Race Course, riding the three last laps without the back tyre—splendid testimony alike to the sturdiness of the Machine and the sportsmanship of the Rider.

Put briefly, the honours gained by A.J.S. Machines in 1926 included the following:-

168 First, 64 Seconds and 33 Thirds; 59 Gold, 53 Silver and 49 Bronze Medals; 61 Trophies and Cups, 32 First-class Awards, and 26 Fastest Times of the day.



ESSEX COACH

The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company that the public actually goes riding in Hudson and Essex Cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS.

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Coach	5-seater	GS1,200
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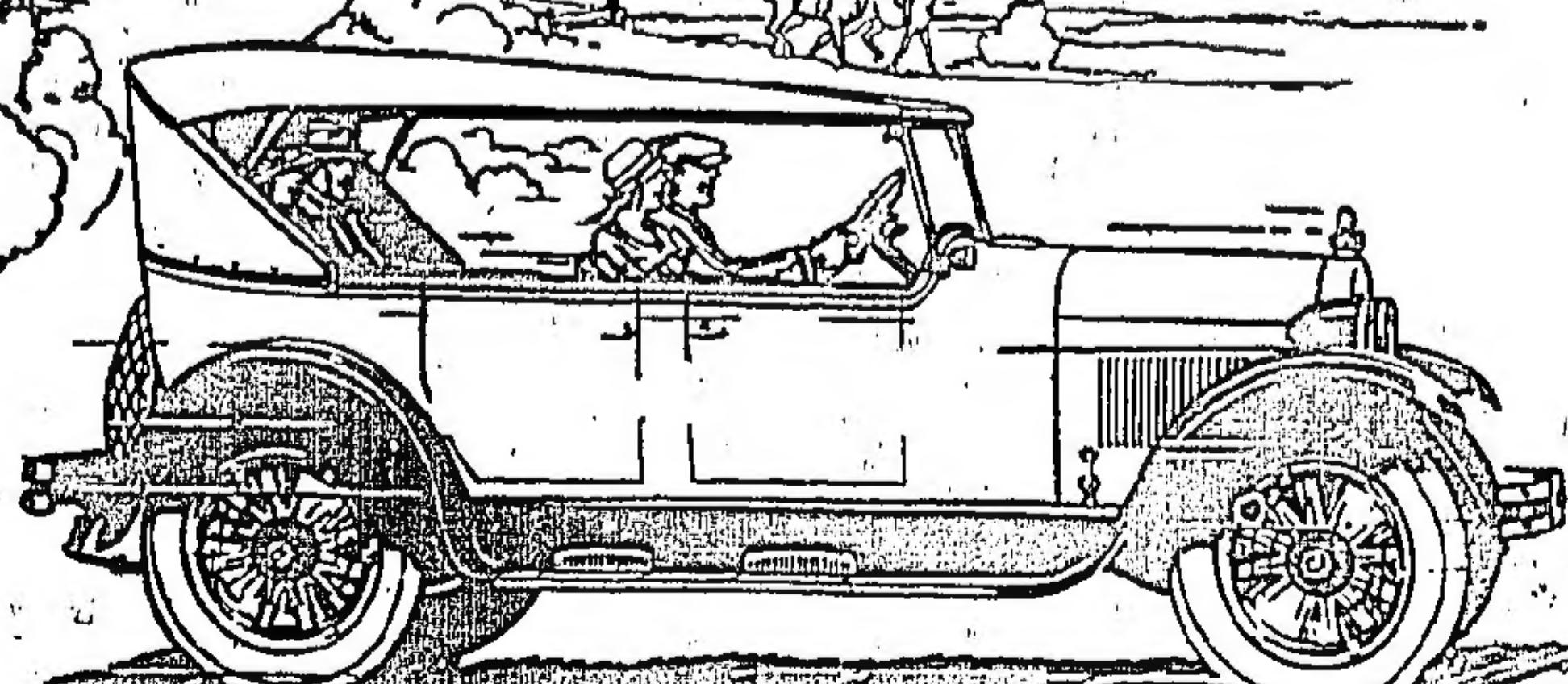
Only those who have driven a Dodge Brothers Motor Car BUILT RECENTLY can fully appreciate the improvements accomplished by Dodge Brothers during the past few months.

These have fully conserved the well known basic quality and dependability of the car, but have added marked refinements too numerous to set down here.

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MOTOR-CYCLING.

Hills That No Longer Defy Conquest.

Motor-cycles, even the lightweights, have become so efficient and powerful that the hill-hunter is now often at a loss to find gradients that will really test his machine unless he lives in the hilliest parts of the country.

Hill-climbing is one of the few thrills left to the sporting motor-cyclist, and this triumph of machinery over nature is in a way a little sad.

High speed as it is understood to-day is rarely possible and still more rarely desirable on the road. In fact there are few machines that can be let full out with safety except on the track or at supervised trials on the sands or private roads. And many amateur motor-cyclists cannot spare the time for track work. They try to get their fun by letting their mounts loose on stiff hills, but to-day the worst hills are being turned into hillocks by the ever-growing power output of these miniature engines.

Easy Conquests.

Trials organisers spend hours searching for gradients sufficiently fierce to satisfy competitors, but rarely with success. No sooner is a new hill discovered than up comes a crowd of enthusiasts to conquer and even make light of it.

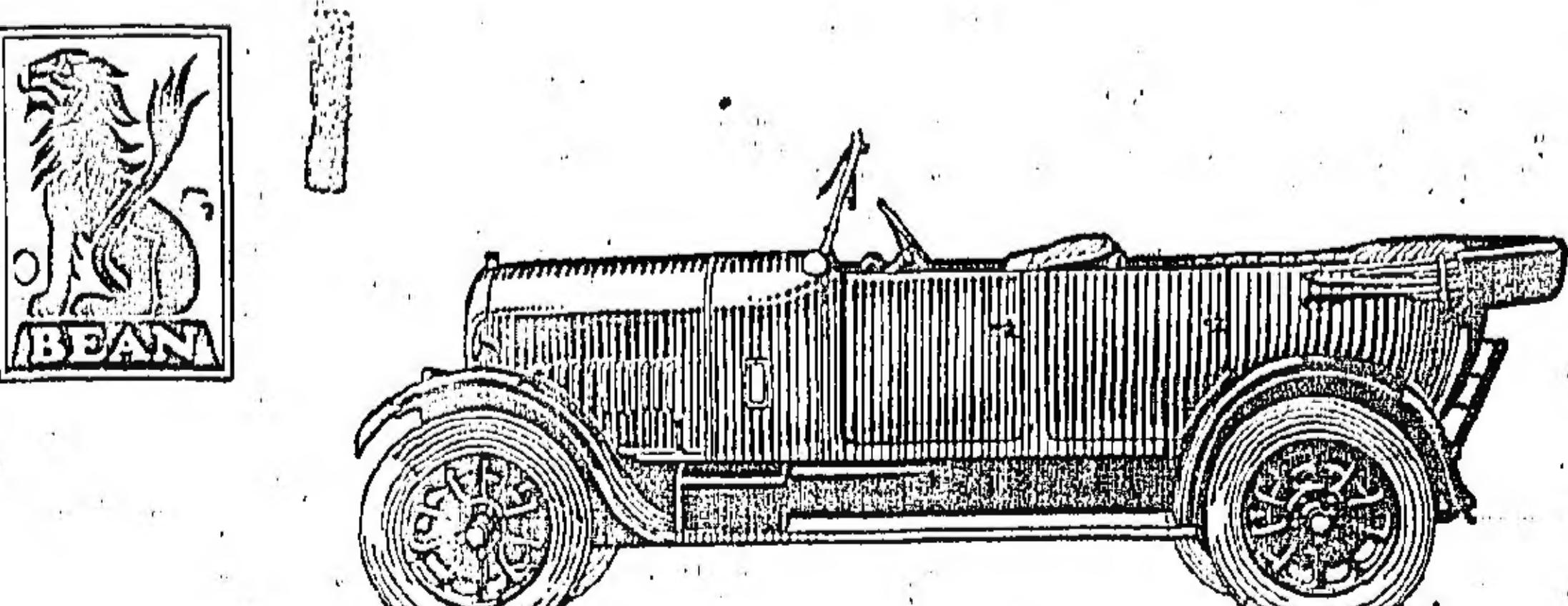
The Camberley Motor Club organisers of the Southern Scott Scramble, for which entries are now being received, are in a particularly happy position. They have in their neighbourhood a large expanse of common land, and the War Office gives permission for its use as a cross-country course for motor-cyclists.

Here, unrestricted by roads or the exigencies of traffic, the organisers are able to lay out a course that appeals to the hunger of the hill climber. The route is 24 miles, which has to be covered twice. Most of it is cross-country.

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HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

WORM-DRIVEN PASSENGER CARS.

Although in common use for years past in England and the Continent, it is only during the present season that the worm-drive has appeared upon a regular production model of American passenger car, notwithstanding the fact that it has been accepted practice on American trucks for a long time.

TYPE OF GEARS EMPLOYED.

The form of worm-and-worm-wheel final drive here referred to, may be considered as closely related to the spiral-gear drive commonly used for operating the distributor and other auxiliaries on engines, and because of the nature of the tooth action and the large contact areas involved, is perfectly silent, remaining so indefinitely, if adequately lubricated. The form of worm used is the multiple-thread variety and, contrary to the mistaken belief of many motorists, this gear is perfectly reversible with free coasting qualities and an efficiency as high as any other form of final drive.

DIFFERENT RATIOS READILY OBTAINABLE.

While its permanent silence is its chief claim to superiority, it possesses the further advantage that a very wide range of reduction ratios can be obtained with it, with relatively slight change in position between the driving and driven shafts—in other words, within the same housing. With the large reduction ratios employed with modern high-speed engines, a very large ring gear and a correspondingly large housing is required, while with worm drive a housing of smaller spread may be used and still be roomy enough to permit the substitution of gears producing widely differing reductions.

STARTER GEARS DON'T MESH.

Question.—When I press the starter pedal of my car, the motor whirs, but the engine does

trouble, assuming that your clutch, rear-wheel brakes and other transmission controls are correctly adjusted.

CAUSE OF COIL BURNOUTS.

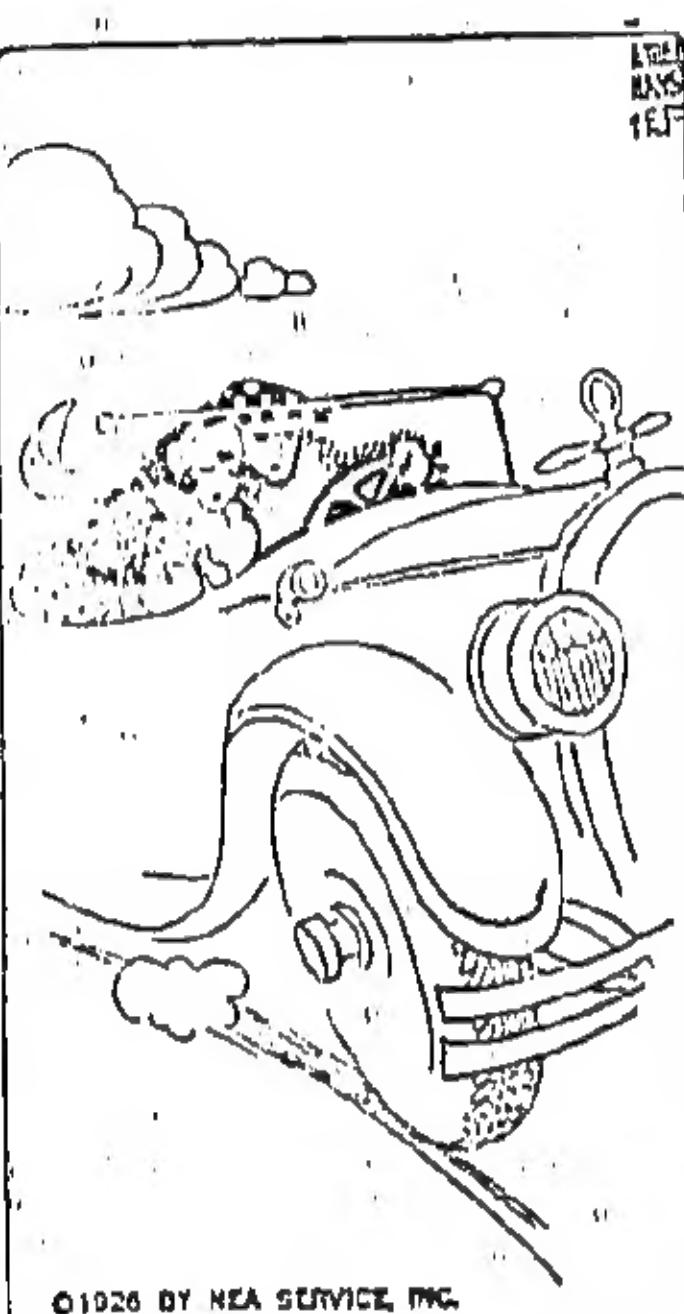
Question.—What causes ignition coils to burn out? Several of them have burned out on my car. Garage men tell me that this accident is caused by the ignition switch being left on, but this has never happened with my car.

Answer: Failure of insulation is the cause of coil burnouts, but excessive heating of the primary winding may deteriorate the insulation so that it gives way. This overheating is caused by too large a current flowing in the primary ignition circuit, and this may be caused by too high voltage of the electrical system or by absence of sufficient ballast resistance in series with the primary coil. Leaving the switch on, with the engine stopped, does sometimes cause burnouts as the full current then flows continuously and not intermittently, as in normal service. Every coil is made to carry a certain primary current, which should not be exceeded and in installing a new coil, you better have the amperage drawn by it measured to see that it does not exceed the normal. You might also have the voltage of your electrical system tested, to see that it is not at times excessive. Possibly the ballast-coil or resistance-unit of your ignition system may be short-circuited, thus letting an abnormally large current flow.

CLUTCH DRAGS FROM THICKENED OIL.

Question.—In order to start the engine of my Ford car, after it has stood overnight in the garage, I have to jack up the rear wheels, put the gear into high and spin the rear wheels by hand. After the engine runs for a short time, if I pull the hand lever back, the engine pounds and then stops, but after running the car for a mile or so, it begins to operate all right. What is the reason for this?

Answer: The fact that you have this trouble while your engine oil is cold and that it clears up when it becomes warm, is pretty good evidence that you are using oil which is too heavy and too much affected by cold. If you will discard your present oil and substitute a light oil that thickens a minimum amount with cold, you should have no further



Sometimes when a girl is dreamy-eyed she may be dreaming of the other fellow.

200 MILES AN HOUR.

Three-Ton Twin-Engined Car.

The following interesting article by H. Massac Brist appeared in the *Observer* shortly before Major Segrave established his record.

At the moment Major H. O. D. Segrave has not the earliest opportunity to be the first man to travel on land at three miles a minute, otherwise, at 180 m.p.h.; but, paradoxically, he has the best chance of being the first man to ride in a car at 200 m.p.h. The explanation of this seeming contradiction is that, though the 1,000 h.p. twin-engined Sunbeam car is ready, it is too fast for any open stretch in this country; therefore it will leave England on Wednesday next on the Berengaria for the United States. There—with twenty miles of straightway—he will make his first attempt on world's short distance records at Daytona Beach, Florida, about March 20.

There is no remote possibility of Major Segrave putting up the greatest speed performance by travelling faster than any man has done before, because not aeroplanes merely, but seaplanes now travel at over 266 miles an hour, wind conditions neutralised. Nothing on land, or water, can hope to move as fast as man passes through the air, though he has only begun to ride the wind, and will increase speed with the lapse of every year.

1,500 C.C. Contrasted With 44,888 C.C.

In measure as you add to car speed, various intricate problems arise to be dealt with. Much of the knowledge gained concerning wind pressures from aviation practice is applicable—by entirely distinct formations because the problem is utterly different to motor-car practice. Credit is due to Mr. Louis Coatalen for having produced on behalf of the British industry, in the 1,000 h.p. Sunbeam car, the first machine built specially to attempt short distance world's records which looks, and is, a thoroughbred of its kind. Its advent outdates everything of this sort, a remark which applies particularly to the chassis.

Few motorists seem to realise that the two twelve-cylinder engines used were designed, and examples of that type were actually built, before the Armistice was granted to the Germans nine years ago. Further, when constructors are making such remarkably running with the Grand Prix car types having 1,500 c.c. supercharged engines, which propel some of these chassis at 136 m.p.h., it is interesting to note that each of these 60° V-type twelve-cylinder Sunbeam engines has 22,444 c.c. cylinder content. They are merely adapted to their current purpose, having been designed for aircraft service.

It is a remarkable tribute to Dunlop that their experiments in evolving giant special thin tread type low pressure tyres have justified the Sunbeam engineers in risking the transmission of 500 h.p. through each of two tyres, for a four-wheel drive is not employed, though, of course, that will be used one day. It has been available in France for nearly a score of years for utility vehicles.

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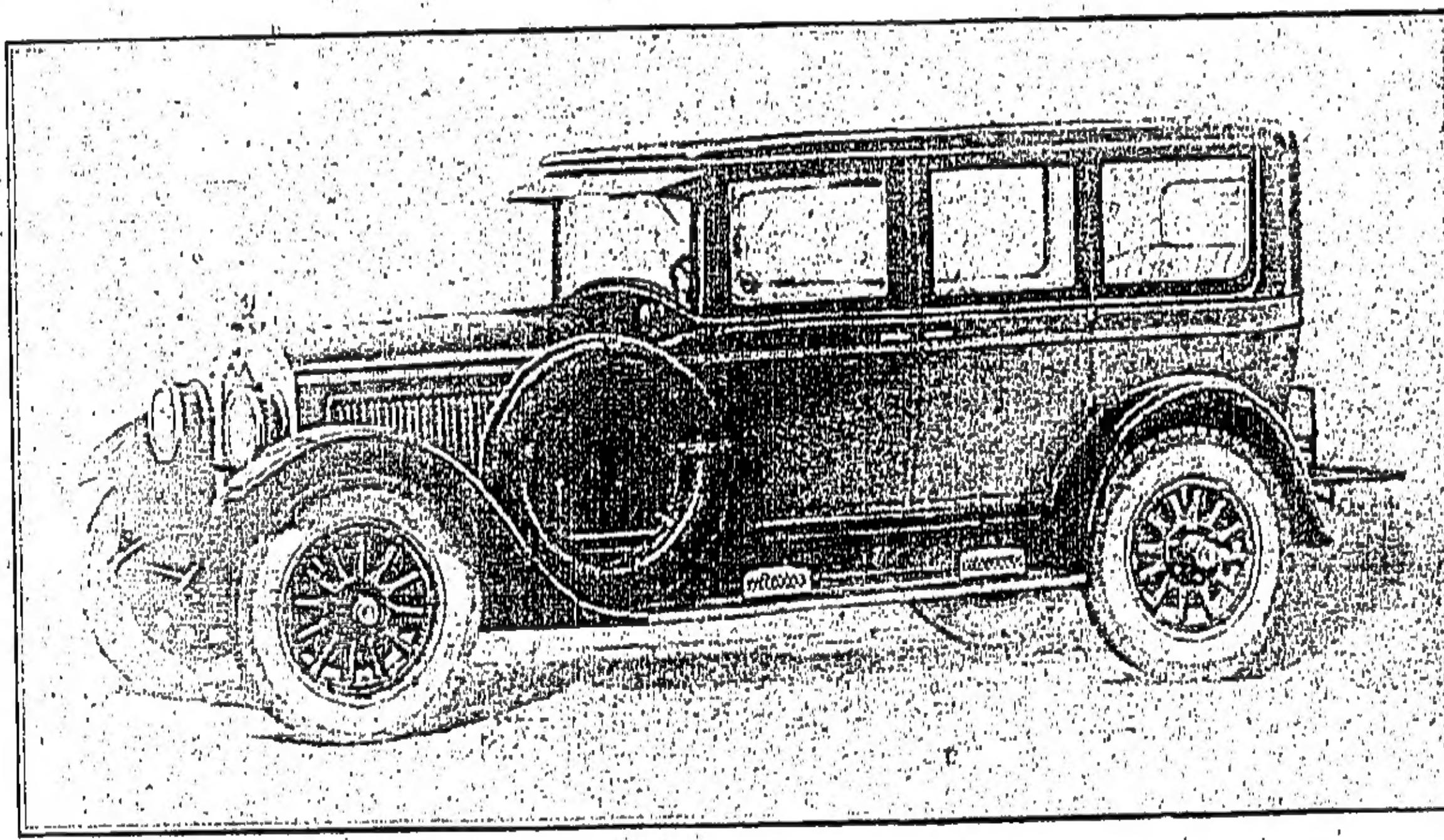
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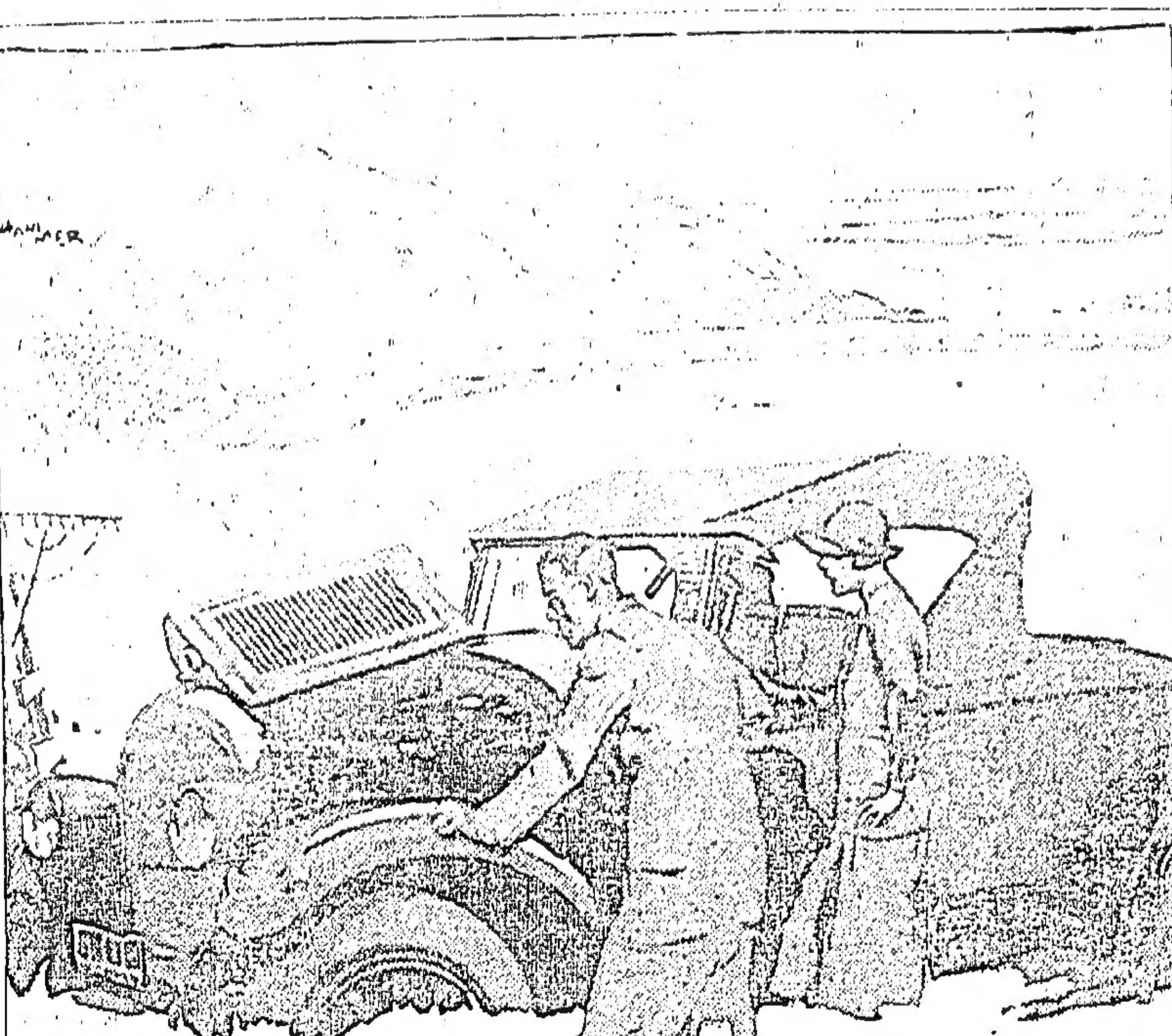
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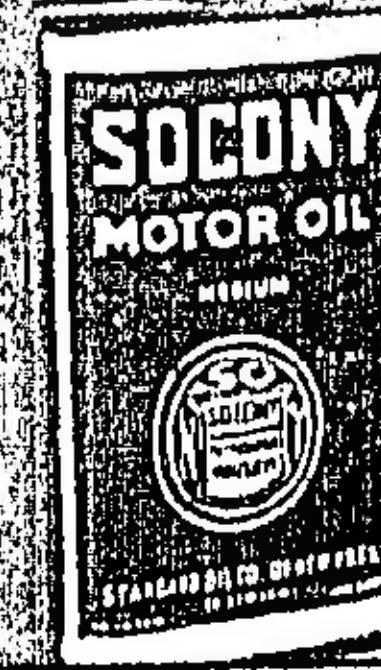
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HUDSON PROSPERING THROUGH EFFICIENCY.

Big Savings Through Manufacturing Methods.

[By Philip S. Hanna.]

Detroit—Why automobiles are selling at an average of 64% of pre-war prices (and when improved quality is considered at probably less than half of 1913 prices for comparable car values) when all other manufactured commodities are bringing from 150 per cent. to 175 per cent. of pre-war prices, is clearly illustrated by the cost-saving methods which have been introduced by the Hudson Motor Car Co. during the past five years.

The low prices which have made Hudson famous have largely been achieved through the simple process of using inventory materials quicker and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree.

So quickly are materials consumed in Hudson's unique manufacturing processes that the public actually goes riding in Hudson and Essex cars before the commitments for most of the raw materials are due for payment.

Hudson has no branch plants. Its entire operations are conducted in a compact area on the east side of Detroit. Its methods lend themselves to concentrated production at a single point as con-

trasted to the Ford and Chevrolet methods of producing parts in great volume at the "home" plant and assembling about 85 per cent. of the cars at a number of distributing points.

Production Highly Efficient.

On a square foot basis, Hudson probably turns out more automobile engines per hour than the Ford Motor Co. Mass production is common in the volume field, but Hudson keeps on hand such a limited amount of materials

and makes such intensive use of its machinery that when 1,200 cars a day are being produced there are less than 50 finished cars unshipped at the end of the day.

It is almost the truth to say that Hudson has no stock room. The dominant idea is that materials shall move as received, without personal handling except for inspection, direct to the machines or to the assembly lines. The amount of materials held for use of any series of operations comprises the only storing done by the company. As daily output rises or falls, the inflow of materials is adjusted accordingly. Work in process is increased or decreased by adding or eliminating machines or men so that the amount of investment

(1) To save investment in inventory not actually moving through the plant.

(2) By reducing amount of inventory to reduce factory square footage required and save interest on investment in plant.

(3) To save labour cost due to less handling of materials.

No Inventory Shut-Down in Three Years.

Inventory is so small, well controlled and accounted for that Hudson avoids the usual heavy expense of annual inventory-taking.

The company has not shut down for this purpose in three years. They keep regular inventory crews which circulate throughout the plant daily and which by use of standardized material or parts containers can take an accurate count of materials in an unbelievably short time wherever the stock happens to be. Over a period, the work and the records of these crews have been found so accurate that the chartered accountants have approved the plan and now accept the crews' inventory for annual statement purposes.

The underlying inventory principle is easy to put into operation because, as pointed out in the foregoing, the company practically has no stores of materials. There is established for each operation a certain minimum stock and when the supply at any point of use gets down to this level a warning tag is sent to the material control office as a signal of coming exhaustion.

Bolts, nuts, lock washers and the like are taken out of the boxes or kegs in which received, counted by weight and dumped into metal pans of standard size, and are never removed or handled until they reach the point of use. Each pan is tagged and one of the pans contains the special warning tag. When the operators on any machine get down to use of the pan with the warning tag attached they send a notice to the stores department which prevents supplies giving out. Incidentally the pans used for keeping all small parts are made to nest into one another. When not in use they take up very little room.

Moveable Platform for Unloading.

No single item of incoming materials or parts is unloaded onto the ground or freight platforms. Springs and frames, cylinder blocks, wheels and rims, and like things which many plants store in the open are each provided with a moveable platform, and are unloaded onto it direct from the freight cars. Then an electric factory truck of 10 tons capacity, designed so that these moveable platforms fit readily on it, picks up the load and carries it nearest the point where either the machining operations or the car assembling is being done.

Tires, wheels and rims are unloaded directly into special racks. The saving in cost of unloading these last year averaged 12 cents a car. Springs and propeller shafts, cams, crank shafts and fly wheels unloaded and handled in these special racks resulted in saving another 5 cents a car. The saving on handling sheet metal

in materials at the end of the day is approximately the same whether output is 500 a day or 1,200.

A good example of how the company cuts down the labour cost of handling materials is its method of handling valves. Hudson furnishes the company supplying the valves with a specially developed rack and the valves are shipped to the plant in these racks. When shipment arrives, instead of being unpacked in the old way and carted to the stock room and later handled again when used, the racks go direct to the inspectors and counters and the same racks are then mechanically conveyed to the assembly line. Where formerly used to be a large inventory of valves on hand and three handlings, the valve supply now is held to three days maximum and one day minimum supply, and they are handled only by the inspectors before reaching the point of use in the motor assembly line.

Trucks Deliver Many Parts.

A large number of parts come in by motor truck, suppliers located in Detroit and nearby cities delivering twice a day. Railroad deliveries are so punctual that the company carries but a three-day supply of certain castings. There is no stocking of pistons or crankcases. The underlying principle in the Hudson scheme of low inventory and quick use by which the amount of inventory is held down to almost day-to-day needs is to accomplish three things, each of which has bearing on costs, viz.:

(1) To save investment in inventory not actually moving through the plant.

(2) By reducing amount of inventory to reduce factory square footage required and save interest on investment in plant.

(3) To save labour cost due to less handling of materials.

Space Requirements Cut Down.

The economies resulting from more intensive use of factory space are truly astounding. By reason of the quicker movement and the elimination of personal handling of materials, the space originally designed for the materials for 100 cars a day is now able to handle the material and parts for production as high as 2,000 cars a day. Five years ago, when Hudson was producing 200 cars a day there were 200 hand trucks in the plant; or one truck per car; to-day there are no hand trucks but 80 electric trucks of about one truck for 25 cars. The electric truck is not only faster but cuts down the number of trips required. Savings running into many thousands of dollars are obvious.

This 10-ton truck by the way is the company's own development, and they have 17 of them in use in addition to 64 other electric trucks of smaller capacity. Where ordinary factory trucks formerly used to handle 2 tons and make 5 trips to handle a 10-ton bundle of steel sheeting, the new truck makes but one trip.

More than \$250,000 a year has been saved by elimination of stock chasers. Five years ago, when production was only 200 cars a day, as many as 150 men and boys were employed to run to the stock rooms and "chase" materials or parts which had run low at any given operation and which were holding up production. These men would to-day earn an average of \$2,000 a year, and 150 of them would cost around \$300,000 a year. All of these men have been eliminated by use of the standardized container and the warning tag system which provides an automatic flow of materials to point of use and gives its own signal when the amount of materials at any operation begins to get down to exhaustion.

Stores Department Important Cog.

The company has a stores department which is not only responsible for the safekeeping of tools, machines and material, but directs the movement of the same much like a train dispatcher. It is responsible for keeping materials at the point of use in production and has become one of the most important departments of the plant. As the company uses more than \$1,000,000 worth of tools a year the department is unusually important. Some of the economics in tool handling methods will be told in a subsequent article.

An outstanding instance of how the use of the electric truck and its companion equipment, the special handling rack or body platform, has brought great economies in the body plant. It

AERO ENGINES.

Notable Spanish Flight.

A notable flight has recently been completed by three Dornier-Wal flying boats belonging to the Spanish military forces. Starting from Melilla on the north coast of Morocco, these flying machines travelled by way of Casablanca, Las Palmas and Lagos to Fernando Po, in Spanish West Africa, a total distance of 4,500 miles.

This achievement is a tribute to the success and reliability of British aero engines, as all the machines which took part in the flight were fitted with Rolls-Royce "Eagle IX." engines.

GLASS AND SAND PATROL.

The service department of the Automobile Club of Detroit has a glass and sand patrol to clear glass from the streets after automobile crashes and to sand ice-covered intersections when necessary.

was formerly the custom to handle bodies on long high hand trucks, which took up nearly as much room without its load as the body itself. Now Hudson uses 2 sheet metal bars having castors on each end on which the body is set and moved as needed. When these bars are not in use they are stacked in piles and approximately 75,000 square foot of floor space formerly used for storing body trucks is devoted to other purposes.

Under the old high-hand truck method the company required 118 men to handle the body output for a production of 1,300 cars a day, while at present, with use of the frame and castors, 49 men do the same job. This figures out about \$7 a day saved for 69 men or \$145,000 a year.

Hudson Motor Car Co. has distinguished itself by pioneering and developing many other labour saving devices. Many of their developments are now standard in the industry, but the foregoing touches only a few of the more important methods which have resulted in saving of many millions of dollars in the last 5 years in the cost of producing Hudson and Essex cars. The next article will describe how Hudson gets what might be called abnormal output from its factory machinery and how the investment in machine inventory is kept down.



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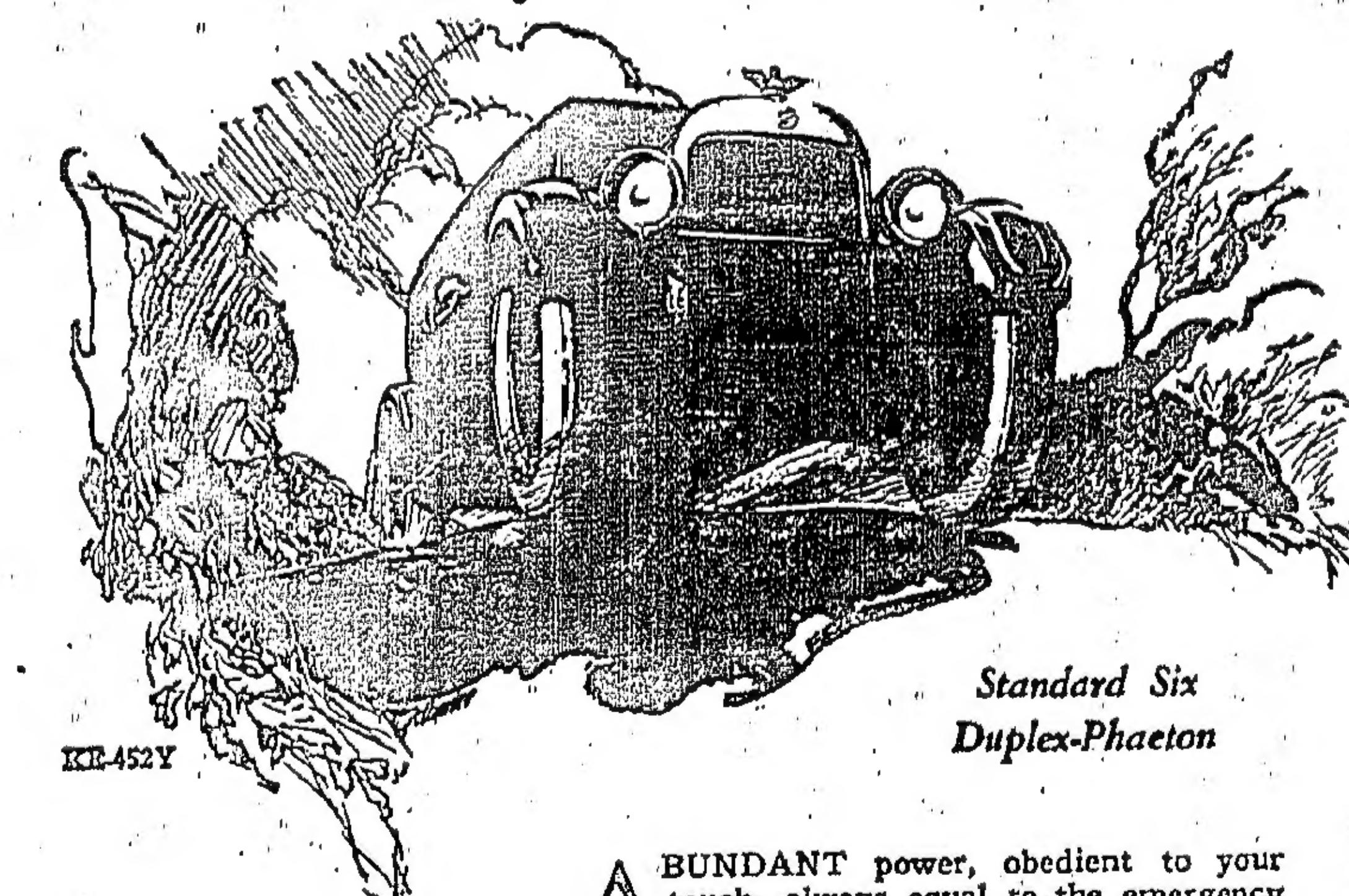
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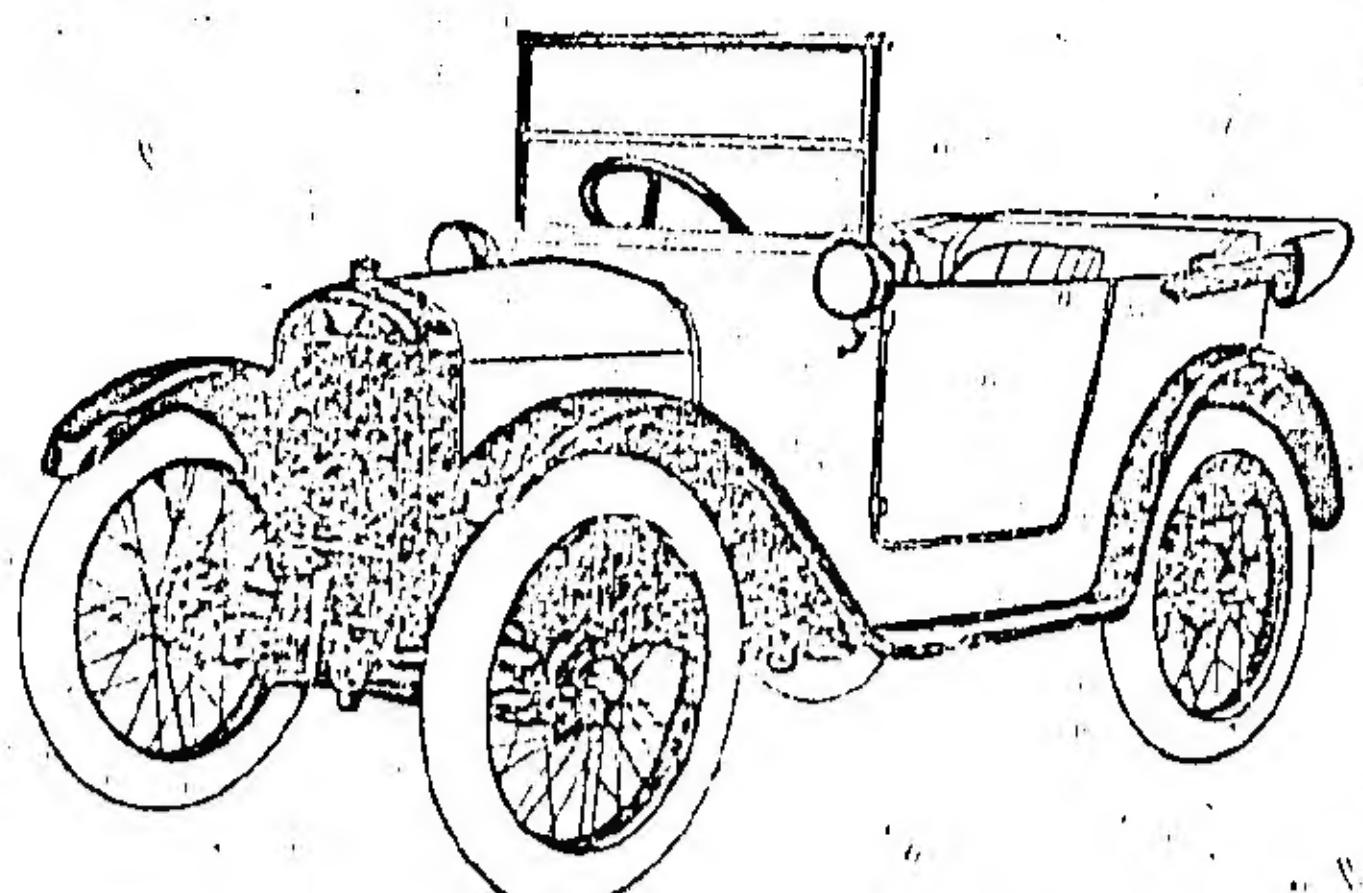
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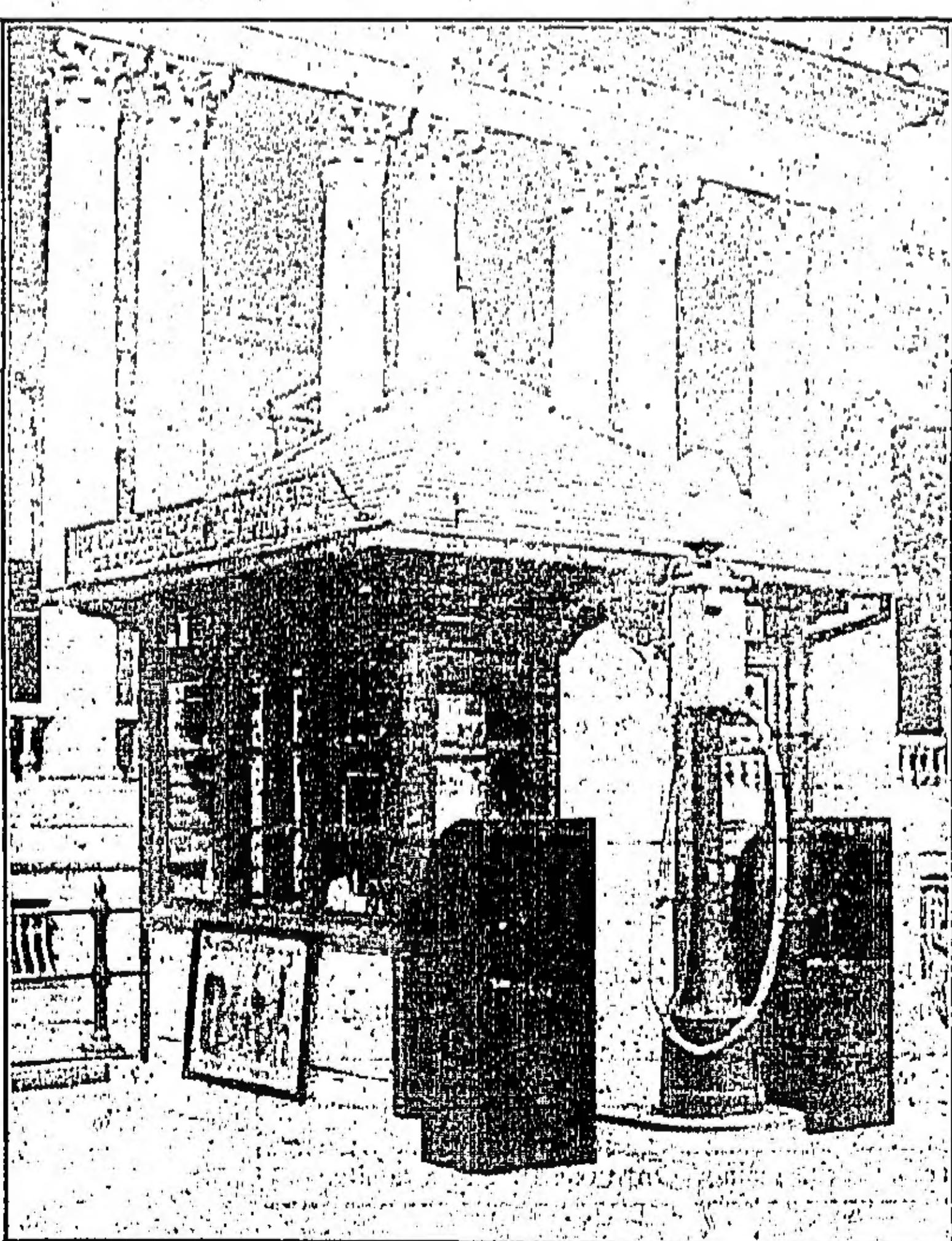
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THE BEAN "SHORT FOURTEEN."



(Photo Mee Cheung.)

The makers of the Bean claim that they are the oldest manufacturing concern engaged in car production to-day. Seeing that the firm has a history of 100 years, this claim appears to be well substantiated. Before motor cars were made, the firm was already noted for its forgings and stampings, and the reputation so made has been turned to good account. The above photo taken for the *Hongkong Telegraph* on Stubbs Road, is of one of the first of the "Short Fourteen" models to arrive in Hongkong, Messrs. Lane, Crawford, Ltd. being the agents.

INCOMPETENT
MOTOR DRIVING.

One Line Vision.

THE SKID AS MASTER.

(By H. Massac Buij in
the *Observer*.)

The lowering of car cost in synchronism with the development of the product, and the expected improvement of trading conditions during this year, will result in over 100,000 new vehicles being taken into use in this country. The majority of them will range between ten and fifteen h.p. current Treasury rating. Already on the roads in this country one sees that motor trading is beginning afresh. Now cars in private ownership are to be found frequently on every by-way, as well as continually on every highway. Every season of the year provides characteristic road conditions. Of course, snow, rain, and cold winds cause the majority of drivers either to use closed cars or to employ open ones with the all-weather equipment in service.

A NARROW ESCAPE.

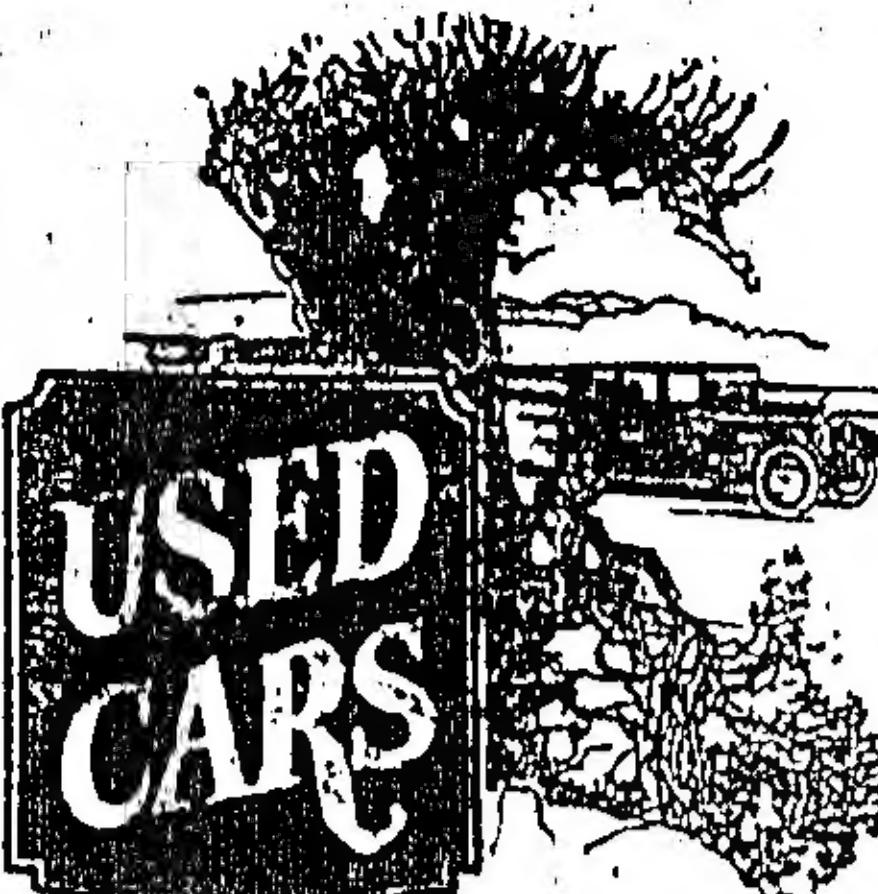
Motoring in the first month of 1927 convinces me that the majority of closed cars give the driver too restricted a range of vision, and that a very great number of people are so constituted that, without specially training themselves, they cannot see more than narrowly in one direction at a time. This results in the creation of considerable danger by those who, nevertheless, have no intention of driving recklessly. Last week I was nearly run down head on by a woman driver in a closed car, and who started to overtake a lorry at the moment I was approaching both on a road wide enough for four lorries abreast. She was merely concerned with the act of overtaking the lorry. Apparently she was quite unaware of my approach in broad sunlight, for by the rule of the road she should not overtake in these circumstances, even though there was room, had she driven properly. But for my putting my car on the footpath, fortunately empty, there would have been an accident; yet she left several feet clearance between her car and the lorry she was overtaking. The only thing not typical about that case is that unnecessary margin allowed by the driver, who could see in a single line ahead of her, and could take no cognisance of any but one thing on the road at a time. Moreover, when at the last moment she perceived me, still she held on her course panic-stricken at the situation revealed, and not even slowing her car, far less deflating its course, for which there was ample room.

DRIVING DO'S AND DON'TS.

It is a common experience nowadays to discover that when two cars are approaching one another on an otherwise empty thoroughfare, with ample accommodation for both, suddenly the quite conscientious and not necessarily inexperienced driver of one gets nervous. About thirty yards the point at which their vehicles will meet he puts one side of his machine into the gutter, and then wrestles with a skid which occurs for no other reason than his agitated handling of the steering wheel. By no means all such drivers are novices; on the contrary, a high proportion have been handling vehicles for six and even twelve months.

I know a fellow who won't buy a dinner but he will drive you out to a fork in the road and spoon.

The annual bill paid by taxicab riders in the United States is estimated at \$400,000,000, according to a report of the Mid-Atlantic Motor Transport Association.



FOUR
SPECIAL
OFFERS

STUDEBAKER.—Special Six Coupe 5-Seater. Six Cylinder 36 h.p. Has run less than 2,000 Miles. PRICE H.K. \$3,200.

CHALMERS.—7-Seater Sedan 1928, in good condition. PRICE H.K. \$2,000.

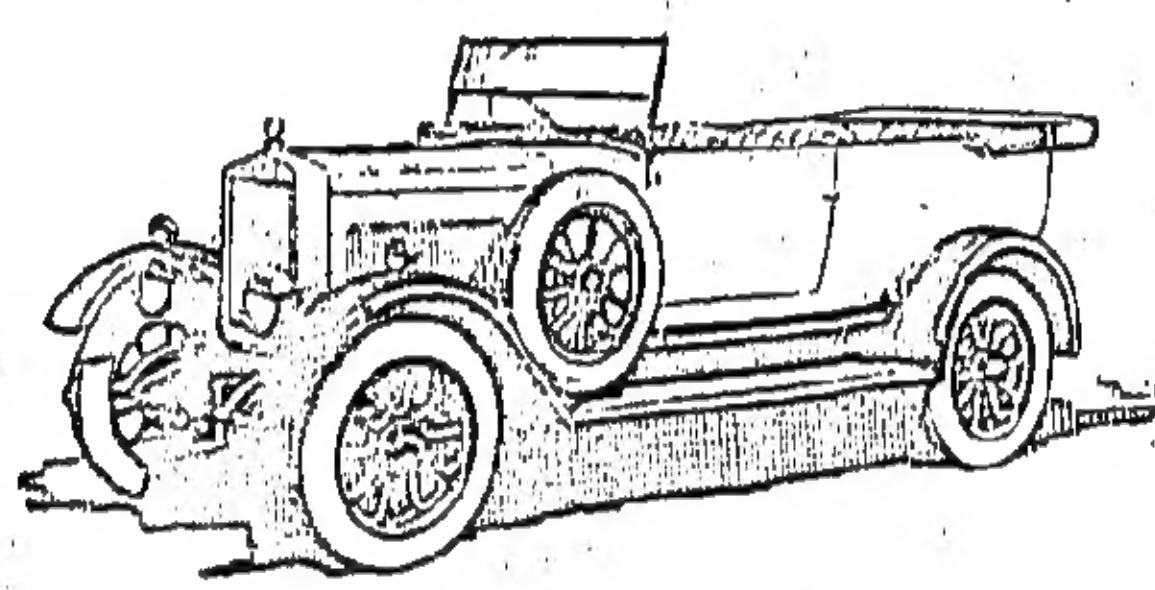
OLDSMOBILE.—7-Seater. PRICE H.K. \$800.

MORRIS-COWLEY TOURING. PRICE H.K. \$800.

These cars may be inspected at

The Hongkong Hotel Garage

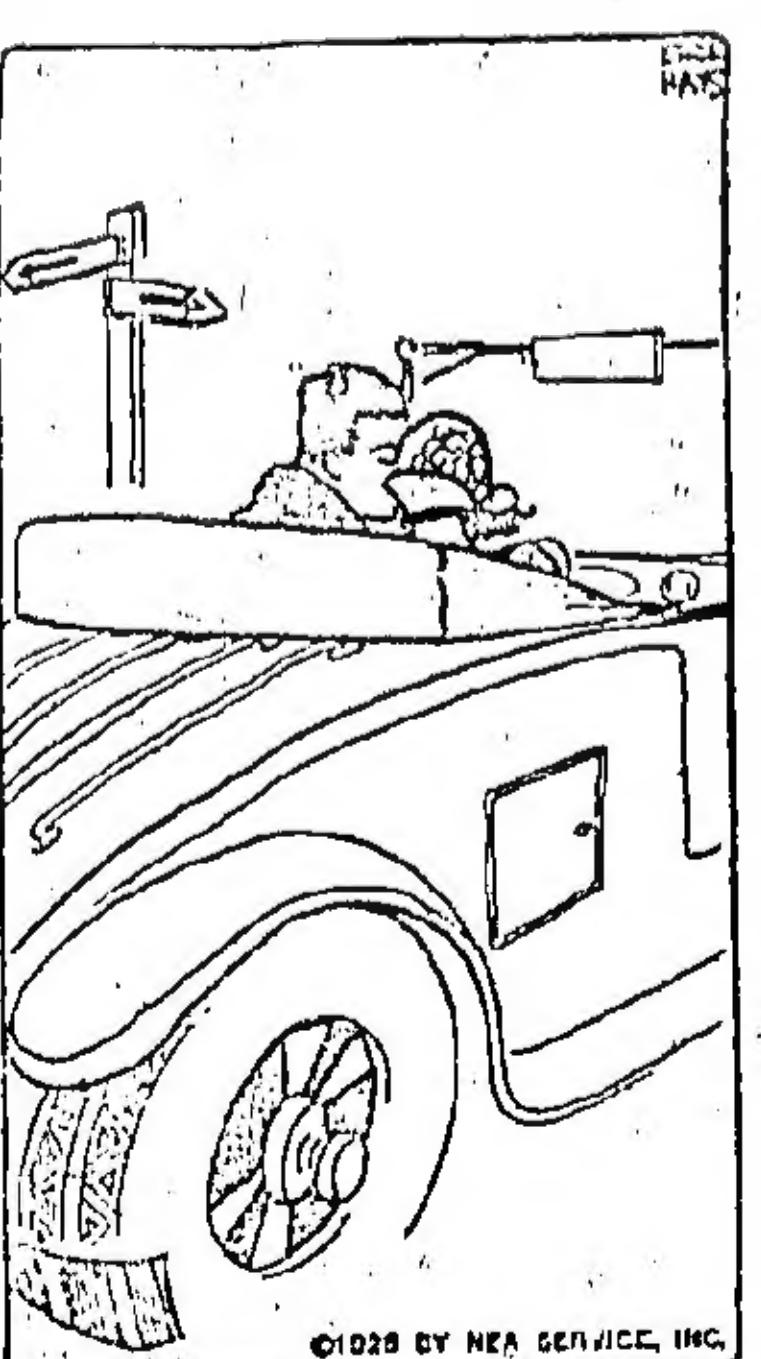
Telephone, Central, 4759.



HAVE YOU
SEEN

these New Morris Cars at close quarters? Have you examined their fine appointments, full equipment, generous seating and delightful colours?

If you have not, you ought to visit the nearest Morris Dealer before you buy a car. Otherwise you might buy another make and pay more money for less luxury.

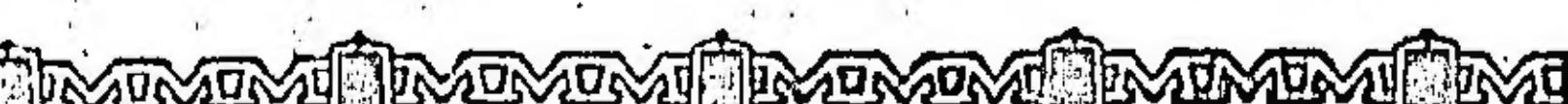


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from £190.

HONGKONG HOTEL GARAGE

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Car Sales and Phone Service } Phone
Accessories } C. 4759 and Parts } C. 4602



AMERICA'S TAXI BILL. UNDERGROUND ROADS.

The annual bill paid by taxicab riders in the United States is estimated at \$400,000,000, according to a report of the Mid-Atlantic Motor Transport Association.

Underground passages for automobiles at the principal street intersections may be constructed this year in Paris to relieve traffic congestion.

DODGE BROTHERS PASSENGER CARS.

Roadster	.....	G\$1,100
Special Roadster	.....	G\$1,150
Rumble Seat Sport Roadster	.....	G\$1,250
Touring (5-passenger)	.....	G\$1,425
Special Touring (5-passenger)	.....	G\$1,175
The Sport Touring (5)	.....	G\$1,210
Touring (7-passenger)	.....	G\$1,320
Special Touring (7)	.....	G\$1,370
Coupe	.....	G\$1,275
Special Coupe	.....	G\$1,325
Sedan	.....	G\$1,325
Special Sedan	.....	G\$1,375
The De Luxe Sedan	.....	G\$1,500

GRAHAM BROTHERS COMMERCIAL CARS.

Chassis only	.....	G\$ 920
Chassis and Cab complete	.....	G\$1,055
Express Body Truck complete	.....	G\$1,270
Canopy Body Truck complete	.....	G\$1,305
Screen Side Canopy Truck	.....	G\$1,320
Panel Side Canopy Truck	.....	G\$1,350

GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	.....	G\$1,170
Chassis with cab seat	.....	G\$1,240
Chassis with complete cab	.....	G\$1,305
Express Body Truck complete	.....	G\$1,485
Canopy Body Truck complete	.....	G\$1,630
Stake Body Truck complete	.....	G\$1,665

GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	.....	G\$1,640
Chassis with Cab Seat	.....	G\$1,705
Chassis with complete cab	.....	G\$1,775
Express Body Truck complete	.....	G\$2,020
Stake Body Truck complete	.....	G\$2,085

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	.....	G\$1,785
Chassis with cab seat	.....	G\$1,860
Chassis with complete cab	.....	G\$1,920
Farm Body Truck complete	.....	G\$2,230
Stake Body Truck complete	.....	G\$2,230
Hydraulic Hoist Dump Body Truck complete	.....	G\$2,595

ESSEX SUPER SIX MOTOR CARS.

Touring	.....	G\$1,150
Coach (2-door)	.....	G\$1,200
Sedan (4-door)	.....	G\$1,250

HUDSON SUPER SIX MOTOR CARS.

Touring (7-passenger)	.....	G\$1,600
Coach (5-passenger)	.....	G\$1,740
Brougham (5-passenger)	.....	G\$2,035
Sedan (5-passenger)	.....	G\$2,215
Sedan (7-passenger)	.....	G\$2,330

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 426):

Phaeton (5-passenger)	.....	G\$2,750
Roadster (Rumble seat)	.....	G\$2,850

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433):

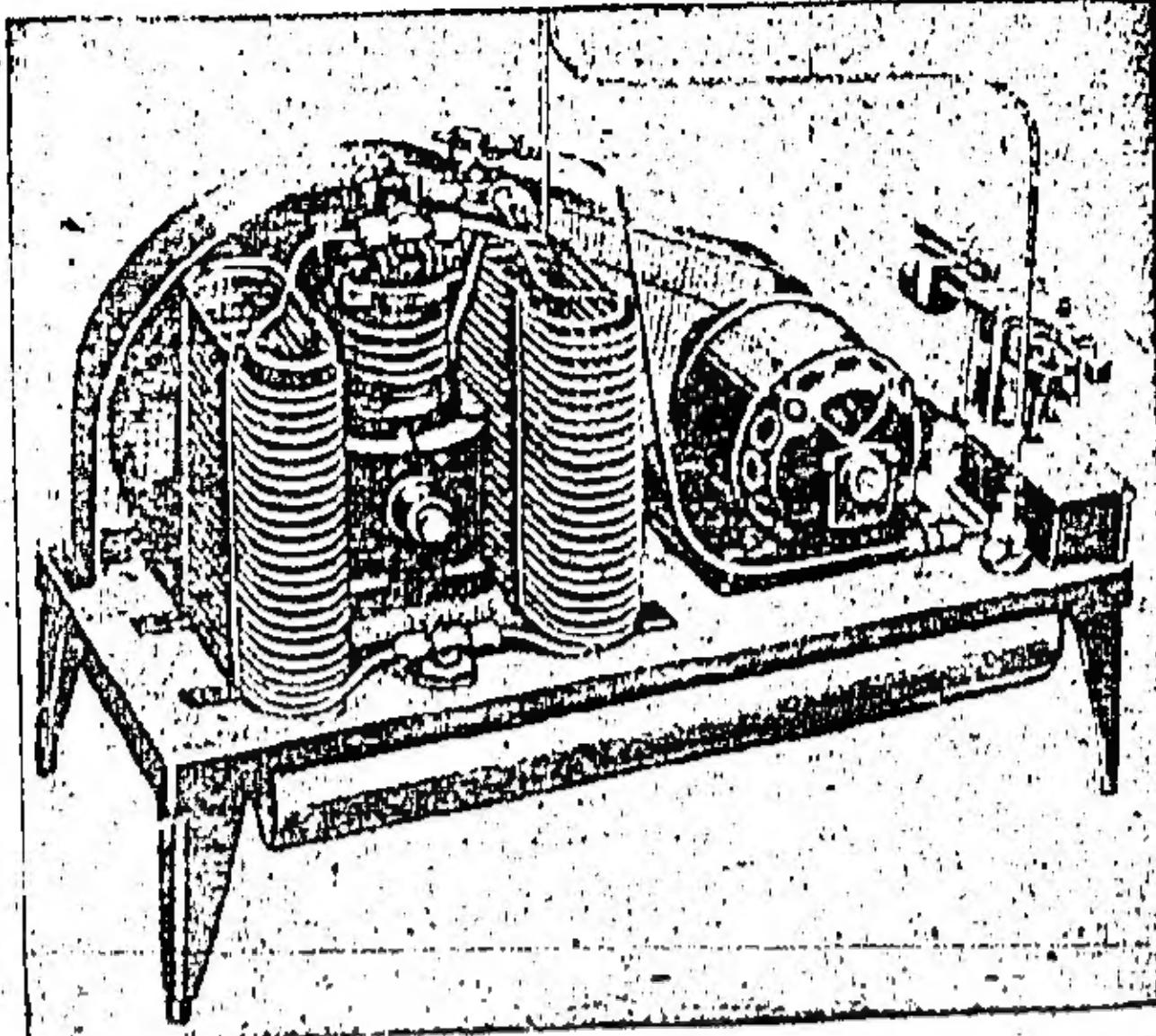
Touring (7-passenger)	.....	G\$3,305
Coupe (4-passenger)	.....	G\$3,300
Club Sedan (6-passenger)	.....	G\$3,345
Sedan (7-passenger)	.....	G\$3,420
Sedan Limousine (7-passenger)	.....	G\$3,520

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 336):

Phaeton (5

Frigidaire

Can be installed in any good Ice Box at small cost.



Call and inspect the demonstration sets at the Showrooms of

The Hongkong Electric Co., Ltd., Hongkong.
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Sole Distributors:—Hongkong and South China
THE UNION TRADING CO., LTD.
Prince's Building. J. E. H.

For Baby when Teething



Allenbournes[®] RUSKS

Lightly malted, delightfully crisp and whiz-bang, the "Allenbournes" Rusks are designed to help baby when teething. Children nibble them instinctively, so that the cutting of the milk-teeth is aided and the troublesome and painful process shortened. Moreover, the Rusks soften in the little one's mouth, and being safely and easily swallowed, provide a variation in dietary much needed at this period. They give baby the gratification which comes from the first experience of swallowing solid food.

Allen & Hanbournes Ltd., 40 Canton Road, Shanghai
(Incorporated in England)

For your floor—furniture—and
every domestic article requiring
a stained and varnished finish

"Wilheyela" Oil Varnish Stains

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS:

S. C. LAY & CO.

Alexandra Building. Telephone C. 763.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.

MR. MELLON ON WAR DEBTS.

BRITAIN GETS MORE THAN SHE PAYS?

Mr. Mellon, the Secretary of the United States Treasury, has addressed a polite but severe rebuke to the professors of Princeton University, who, inspired by their colleagues of Columbia University, recently issued an eloquent appeal for a reconsideration of the American war debt policy.

He expresses surprise that professors, who, as economists, historians, and teachers of government, might have been expected to refrain from publishing "conclusions not supported by facts," should have neglected before making their appeal to "make a thorough and first-hand investigation of the data available at the Treasury."

His letter occupies three columns of newspaper print. It reiterates all the familiar arguments against cancellation but contains one new argument which links payments made by the Allies with German reparations. Hitherto the United States Government has steadfastly refused to countenance any such association, but Mr. Mellon now presents reparation payments as one of the causes which make any reopening of debt discussions, in his view, unnecessary.

More Than Enough.

The professors had protested against the policy of debt collection which imposes "tremendous burdens for the next two generations on friendly countries." Mr. Mellon denies the justice of this protest, saying: "The fact is, all our principal debtors are already receiving from Germany more than enough to pay their debts to the United States, and France, and Italy, with the exception of this year in the case of the latter, are receiving from the same source more than enough to pay their debts to Great Britain also."

He quotes figures of German payments to show that France, after paying the United States and Britain, will have a balance this year of £15,000,000 and next year £47,400,000. He says:

It is true that in the past two years Britain has received from Germany, France, and Italy about £20,000,000 less than she has paid the United States, but it is equally true that from this year on Great Britain every year will receive from her debtors a substantial amount more than she will pay us, so that her American payments will not constitute a drain upon her own economic resources.

Mr. Mellon's prime argument in favour of the justice of the settlements is that when the United States purchased supplies and services from France and the British Empire "we paid cash for them," whereas the Allies got goods and services purchased in this country on credit.

Mr. Mellon declared that: "The reopening of the whole question at the present time would do more to interrupt the steady progress achieved since the settlements than might be gained from any ultimate minor adjustments that can be effected."

PLoughman AND THE PRINCE.

"I DON'T THINK I KNOW YOU, SIR."

After a ding-dong race the Prince of Wales was just beaten by Captain James Sherrard in the nomination race of the Belvoir Point-to-Point Steeplechases at Barrowby, near Grantham, on March 24.

"Well, we had great fun," said the Prince, as he complimented Captain Sherrard. "We came over the last fence together, and then you beat me."

The Prince rode his bay gelding, Dark Courte, which had to carry an extra seven pounds in consequence of having won the Grenadier Guards' Regimental race a week ago.

Captain Sherrard, on Mr. E. Stokes's King Knight, won by two lengths, and the Prince was the same distance ahead of Sir R. Cruise's Eagle Brook. There were eleven runners. Half-way round the course the Prince was leading by 100 yards, but Captain Sherrard overtook him and on the straight run home King Knight proved to have better speed.

The Prince had already ridden in the Belvoir Hunt Light-weight Race for the Duchess of Rutland's Cup, Riding Lady Doone, a bay mare which had never been in a race before, he finished fourth in a field of 16 runners.

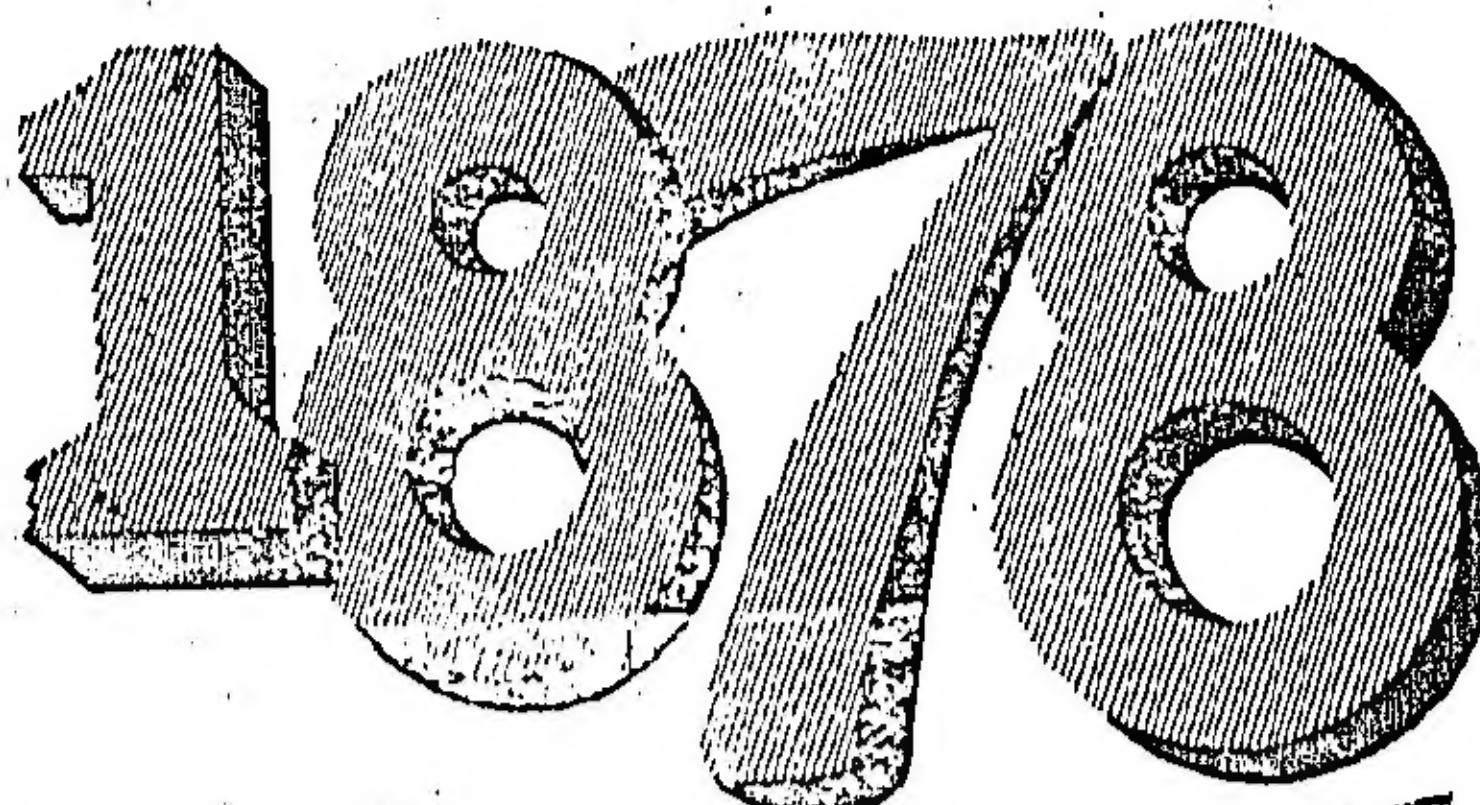
Before racing began Mr. Miles Hardy, of Grantham, who is 76, and who won the ploughing championship of all England five years ago, was presented to the Prince. Mr. Hardy, who is deaf, did not catch the Prince's name, and as the Prince gripped his hand he said, "I don't think I know you, sir." "I don't think you do," laughingly replied the Prince, "but I am glad to meet you and wish you luck."

EDINBURGH GNATS.

MOSQUITOES IN A GRANGE GARDEN.

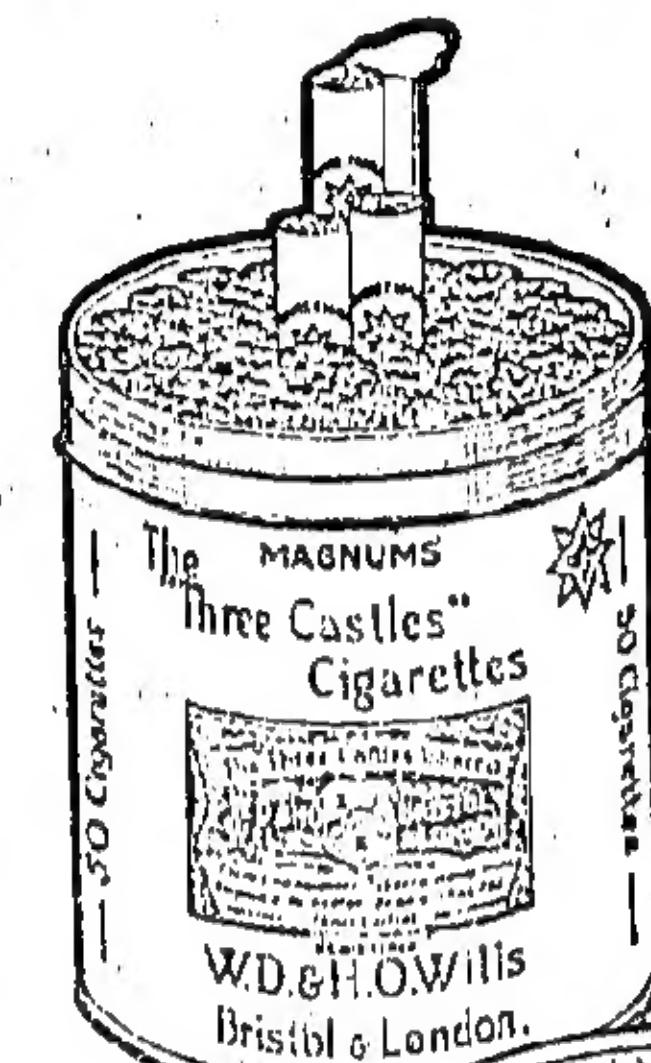
Professor J. H. Ashworth, F.R.S., read a paper on "The Distribution of Anopheline Mosquitoes in Scot-

First manufactured in



The
"Three Castles"
will next year celebrate
its GOLDEN JUBILEE

50 YEARS
OF CONTINUOUS
POPULARITY ~



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50s AND 20s

66 Three
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The Doyen of the Cigarette World

EA-226 This advertisement is issued by the British-American Tobacco Co. (China) Ltd.



Like Lost Pearls

Teeth clouded with the dingy film
that ordinary brushing won't remove

Send Coupon for 10-Day Tube

Laden film that forms on your teeth. Run your tongue across your teeth and you will feel it... a slippery, viscous coating.

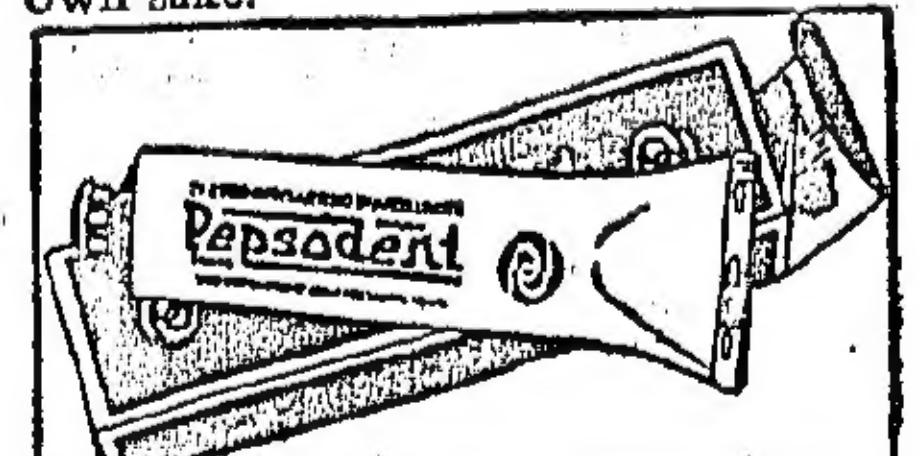
It clings to teeth, gets into crevices and stays. It lays your gums open to bacterial attack and your teeth open to decay. Germs by the millions breed in it. And they, with tartar, are a chief cause of pyorrhœa.

Now new methods are being used. A dentifrice called Pepsodent—different in formula, action and effect from any other known.

It accomplishes two important things at once: Removes that film,

then firms the gums. No grit, judged dangerous to enamel.

Please accept test tube
To prove results, send coupon for
10-day test or buy a tube—for sale
everywhere. Do this now for your
own sake.



Based on modern research. Advised by
leading dentists the world over. You will
see and feel immediate results.

10-Day Tube Free

W. S. SHERLY & CO.,
Dept. CH7-18, 6 Queens' Rd, Central, Hongkong.

I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name _____

Address _____

City _____

Give full address. Write plainly. Only one tube to a family.

land" at a meeting of the Royal Society of Edinburgh, held in Edinburgh last month. Three species of Anopheles, said Professor Ashworth, occurred in Scotland, as in England—namely, maculipennis, bifurcatus, and plurbeus. A plumbous had been found in

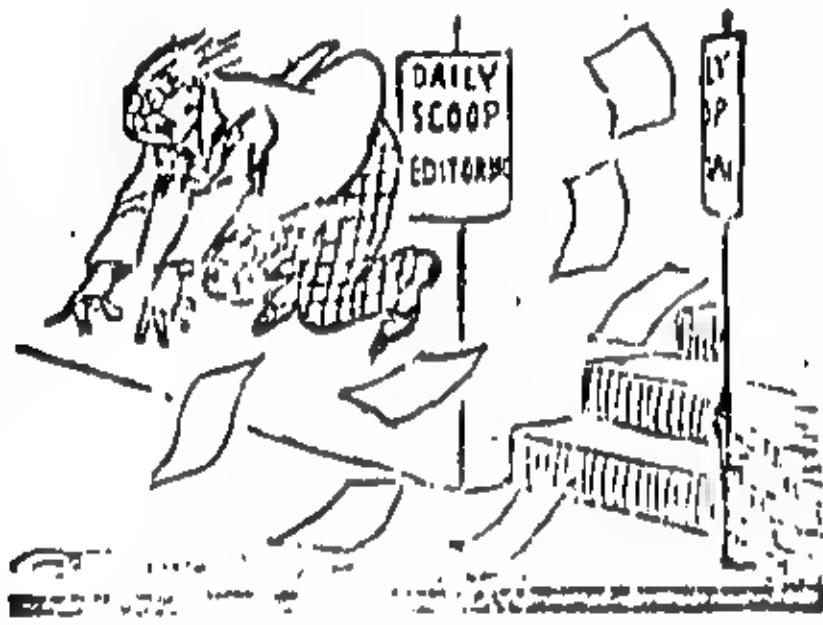
eight localities all in proximity to the East Coast or to its estuaries, but it was to be remembered that, except for the Clyde area, the West was practically unexamined.

Further examination of this garden showed that this Anopheles was present in considerable numbers, and was breeding in the neighbourhood, though the actual breeding place was not found.

MIXED GRILL

By A Merry Miscellany
Ashley Sterne

Officially speaking by the almanac, Spring has arrived once more, and though at the moment of writing the March sun does not feel like May, there are nevertheless certain indications that the season of love, lamb, onions, chickens, and household upheaval has begun. This morning, for example, I heard the song of the chuff-chaff (or lesser grass-cutter) in next door's back garden; likewise the somewhat strident notes of the double-handled creaker (or greater lawn-roller). Yesterday, too, I encountered in Fleet Street quite a number of lank-haired, wild-eyed, unshaven individuals, limping painfully along with huge rolls of MS. under their arms. These, of course, were the Spring Poets who had just been violently (albeit righteously) kicked out of the various



editorial offices. Amongst them I was most distressed to note my friend, that sweet singer Mr. Beasley Tosher. He is of a calibre, far, far superior to that of the ordinary Spring Poet, and I was deeply grieved when he told me that he had unsuccessfully offered his poem, "Lies to a Spring Mattress," to no fewer than 487 editors. By his kind permission, seen under the influence of a considerable quantity of alcoholic stimulant, I am privileged to give to a panting public, ever eager to hear a new chord struck from Mr. Tosher's lyre, these immortal verses. They will appear lower down. For the moment I have mislaid them. I fear I have inadvertently used them to bring home my fish-and-chips in last night.

From "Our Own Correspondent" of one of the most leading London Dailies, who has been conducting an investigation in the South of France on behalf of his paper, I call the following:

"When leaving, I observed that the villa was being watched by secret police."

That's the worst of the continental system of putting the secret police into those glaringly elaborate uniforms; while I suppose that they will never cure themselves of that absurd habit they cultivate of brandishing their secret truncheons in public."

Continuing the life story of the world famous Slavonic composer, Pjek Smikl, which I began last week, he closed his meteoric career at the Paris Conservatoire by winning the Grand Prix de la République (entitling him to a week in Loyaly Lucerne at half-price) with a masterly concerto for 29 kettledrums. This remarkable work, when first performed at the students' concert, created a most extraordinary sensation, not to say panic. Fourteen musical critics went clean mad, and bit one another in the neck. Three of the professional staff, infared as they were to the most advanced music of the day, fainted profoundly, and only revived after burning brandy had been held beneath their nostrils. As for the soloist, he defenestrated himself for life by the extreme verve with which he belaboured his drums, and at the conclusion of his performance was carried from the platform, in the last stage of delirium tremens. Pjek Smikl left Paris the same

"Yes, but only for rations and discipline."

Another tremendously long cable has just reached me from Professor Barnion Crumpell, wherein he tells me that he has had to renounce all intention of becoming a fakir and has abandoned his pilgrimage from Bombay to Kippur. This, you will remember, he was attempting to accomplish on all fours in spite of the derision and interference of the populace, who apparently had no respect either for this act of piety or its doer. But this Crumpell did not heed. What he could not cope with, however, were the unprovoked attacks of wild animals he encountered in the country. He has been mauled by a tiger, gored by a wild boar bitten by an elephant, tossed by a sacred bull, trampled by a rhinoceros, and very nearly impaled by a crocodile. In the face of such molestations he found it impossible to proceed, and he has now returned to Bombay covered all over with sticking-plaster and adhesive bandages.

Thwarted in his desire to learn snake-charming, frustrated in his attempt to become a fakir, this unconquerable soul now informs me that he intends to become a mahatma! More of this anon. Meanwhile a second cable has arrived marked "Gloss-with care," asking me to send him out some more buns for the elephants.

ROYAL TOUR.

FAREWELL TO VICTORIA.

London, April 29. The Duke and Duchess of York left Melbourne to-day for Adelaide, amid scenes of intense enthusiasm.

The Premier of Victoria, Mr. Allan, has issued the following striking message:—"The Duke and Duchess carry with them the affection and goodwill of the people of Victoria. All the latent chivalry of Victoria has been awoken by the Duchess and she has won the hearts of all by her womanly charm. She is a story-book princess come of life. From her Scottish forbear she inherited endowments which make her a power for good in the Empire. I believe she will be for life the friend of Australia. The favourable first impression made by the Duke deepened as the days went by and we liked him more as we became better acquainted with the

man behind the Prince. He is earnest and receptive and, seemingly, likes to get his information first hand. He is greatly interested in the masses and the work on the land. He has also proved that he has a sense of humour and a young heart. The information which the Duke and Duchess have gathered regarding Australia will endure and they will exert a powerful influence and do anything they can to the benefit of our country."—British Wireless.

The Japanese beetle, like the European corn borer, is going to face its native enemy in a battle for its life in America. Nine different species of parasites of this insect pest have been taken to that country to combat it.

The last year saw the foreclosure of 123,000 farms in the United States, reports the Department of Agriculture. This was at the rate of 21 farms for every thousand, most of them in the mountain states.

LABOUR'S PROTEST.

"TRADE UNIONS THREATENED."

London, April 29. The Labour Party's campaign against the Trade Union Bill opened to-day, when 600 delegates representing nearly four million Trade Unionists met in conference in London.

By a coincidence it was the anniversary of a similar conference which last year decided on the general strike.

Discussion began on a resolution which declared that the enforcement of the provisions of the Bill "must inevitably lead to widespread and concentrated resistance on the part of the organised millions of trade unionists," and pledged the conference to continue the campaign against the bill with the utmost vigour.

Mr. George Hicks, Chairman of the General Council of the Trade Union Congress, who presided, opened the debate. He declared that the trade union movement was in the greatest danger. "We desire to act in an open and constitutional manner. But we shall fight to the bitter end and defeat this mean and vindictive Bill."

It was then announced that notice had been given of an amendment recommending that if the Bill were persisted in a general strike should be called.

A motion by the Chairman, that this amendment should be discussed, was rejected by an overwhelming majority. The original resolution was subsequently adopted.—British Wireless.

I could not dream my poet's dreams—
I'd punctuate the night with screams—
Without you, soft spring mattress.

Each night I'm filled with grateful thanks!
To you I rest on, not on planks—
(These words aren't empty flat-tenties!)

And when my bones are doomed to lie
In some lugubrious come-try,
I would they might repose on my old friend, my dear spring mattress.

Without you, soft spring mattress.

Overheard at the Army and Navy:

"Colonel Blowhard is very much attached to his wife; isn't he?"



"Yes, but only for rations and discipline."

Another tremendously long

cable has just reached me from Professor Barnion Crumpell, wherein he tells me that he has had to renounce all intention of becoming a fakir and has abandoned his pilgrimage from Bombay to Kippur. This, you will remember, he was attempting to accomplish on all fours in spite of the derision and interference of the populace, who apparently had no respect either for this act of piety or its doer. But this Crumpell did not heed. What he could not cope with, however, were the unprovoked attacks of wild animals he encountered in the country. He has been mauled by a tiger, gored by a wild boar bitten by an elephant, tossed by a sacred bull, trampled by a rhinoceros, and very nearly impaled by a crocodile. In the face of such molestations he found it impossible to proceed, and he has now returned to Bombay covered all over with sticking-plaster and adhesive bandages.

He concluded with the hope that the League of Nations would remove the difficulties in the way of the United States' adhesion to the world court.—Reuters' American Service.

COLONIAL GOVERNORS.

LATEST RE-SHUFFLING.

London, April 29. Sir Alexander Ransford Slater, Governor and Commander-in-Chief of Sierra Leone, has been appointed Governor of the Gold Coast, in succession to Brigadier-General Sir Frederick Guggisberg, whose term of office is about to expire.

Brigadier-General Sir Joseph Aloysius Byrne, Governor and Commander-in-Chief of the Seychelles, has been appointed Governor and Commander-in-Chief of Sierra Leone.—British Wireless.

The last year saw the foreclosure of 123,000 farms in the

DAIRY FARM NEWS.

WEEK END SPECIAL

ICE CREAM

VANILLA

STRAWBERRY

CHOCOLATE

NEAPOLITAN

Flavours

PINT AND QUART BRICKS DELIVERED IN
OUR NEW

Freezard Containers.

Try a Brick

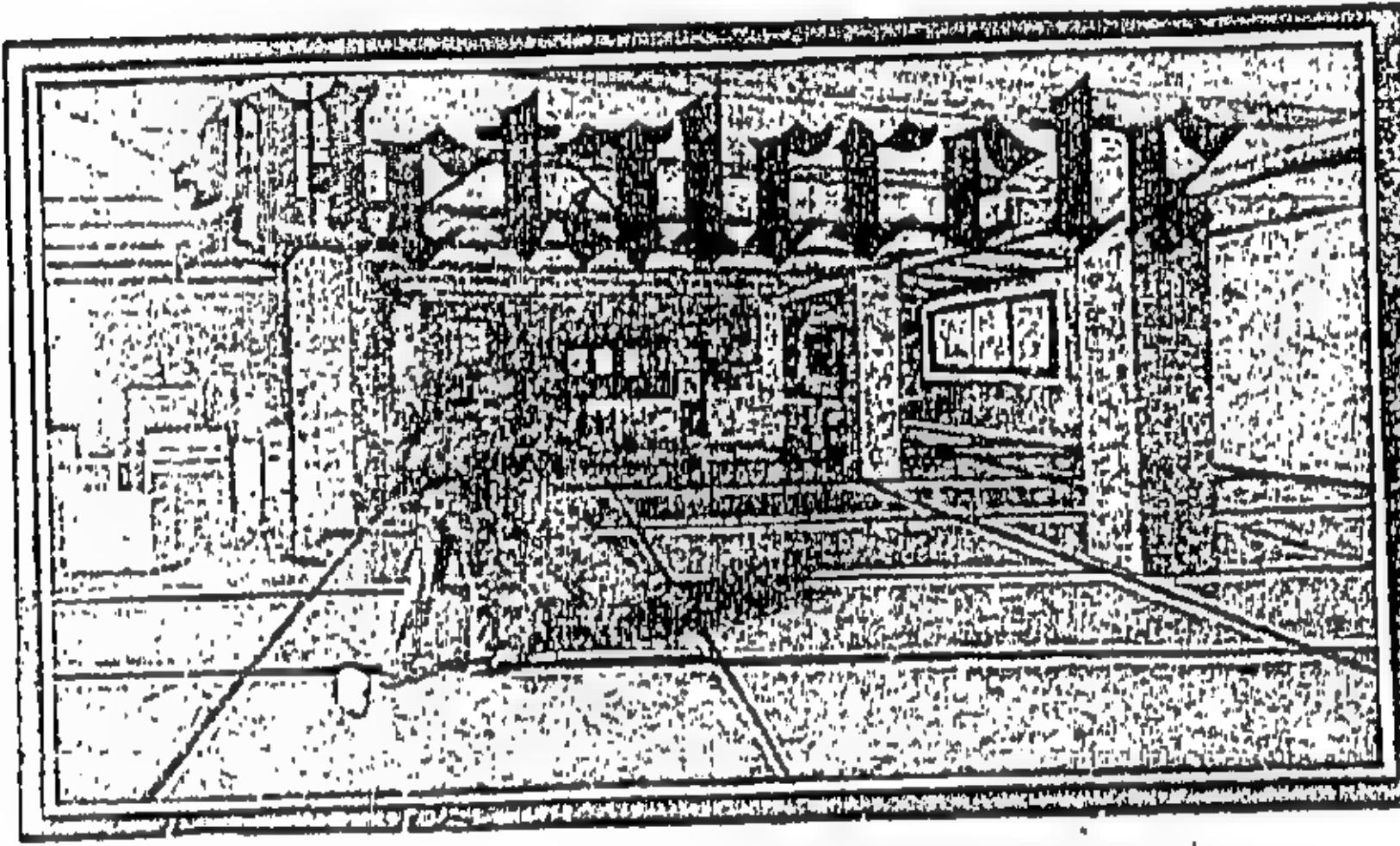
The Dairy Farm, Ice & Cold Storage Co., Ltd.

CONCRETE FLOORS

made

WEARPROOF-DUSTPROOF-WATERPROOF

with



A Guaranteed Concrete Hardener.
If you are interested in results let us tell you more about it.

Fresh Stocks Just Arrived.

SHEWAN, TOMES & CO.

Sole Agents.

Wm.
POWELL
Ltd.

Will Show a
New Collection
of DRESSES and
MILLINERY on
FRIDAY, April
29th.

Des Vaux Road Central.

ASAHI BEER

Special Brewed for Export

DAI NIPPON BREWERY CO., LTD.
TOKIO JAPAN

Sole Agents.

MITSUI BUSSAN KAISHA, LTD.
HONGKONG.

DON'T NEGLECT THAT COLD!

Try a bottle of our special—

COUGH LINCTUS

Gives immediate relief.

Prepared only by

THE COLONIAL DISPENSARY

14, Queen's Road, Central.

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JEAN
VALJEAN
"Truly a Cigar".

TABAQUERIA FILPIN
LEADING TOBACCONISTS
IN THE FAR EAST

For Better Compression
SOCONY MOTOR OIL

"RICKSHAW" BRAND

CEYLON TEA

Cheapest and Best

From all leading Compradores.

PRICE \$1.00 PER LB.

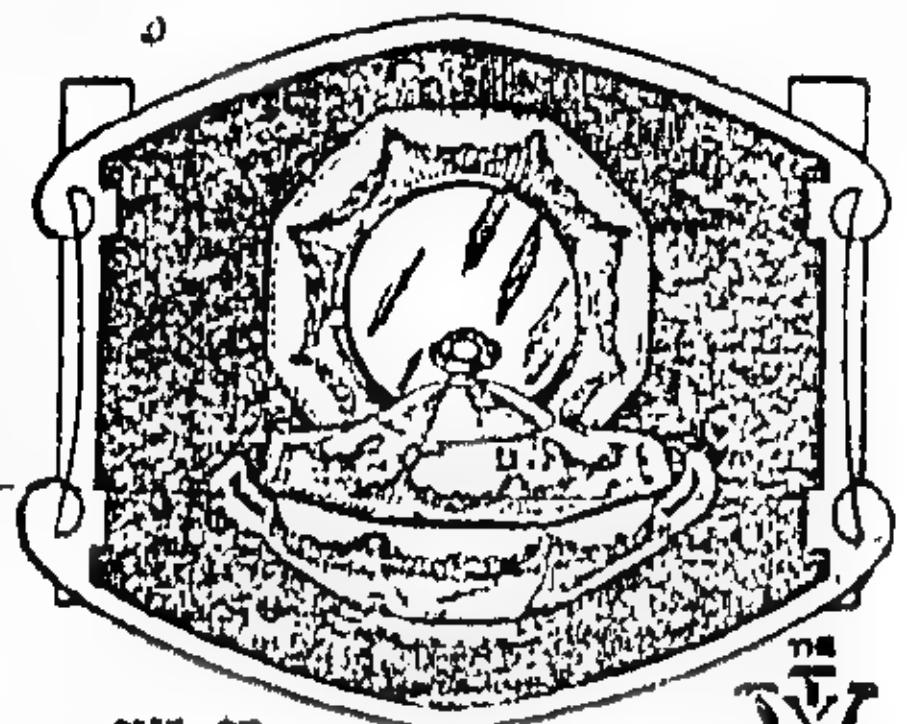
Be Guided by the Quality—Not the Price.

WHITEAWAYS STANDARD VALUES

We have just received a large consignment of popular TUDOR CROCKERY WARE.

Best white Staffordshire earthenware beautifully glazed and finished. Of a handsome shape tastefully embossed with a neat design, the "Tudor" range of tableware has leapt into instant popularity, its unprecedented low price making the sets the best value obtainable.

THE TUDOR DINNER SERVICE



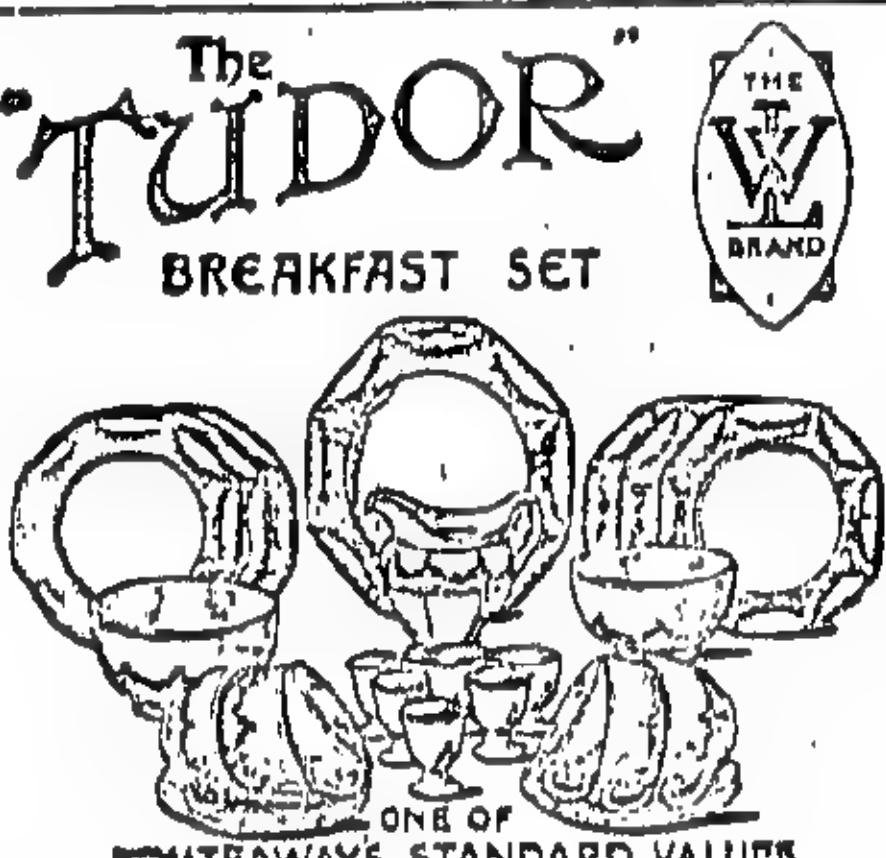
ONE OF WHITEAWAYS STANDARD VALUES

W BRAND

THE TUDOR DINNER SERVICE

Comprising 30 pieces for 6 persons as follows: 6 Soup plates, 6 Meat plates, 6 Pudding plates, 6 Cheese plates, 2 Vegetable dishes, 1 Sauce boat, 3 assorted flat dishes.

STANDARD VALUE \$14.50
PRICE



ONE OF WHITEAWAYS STANDARD VALUES

W BRAND

THE "TUDOR" Breakfast Set

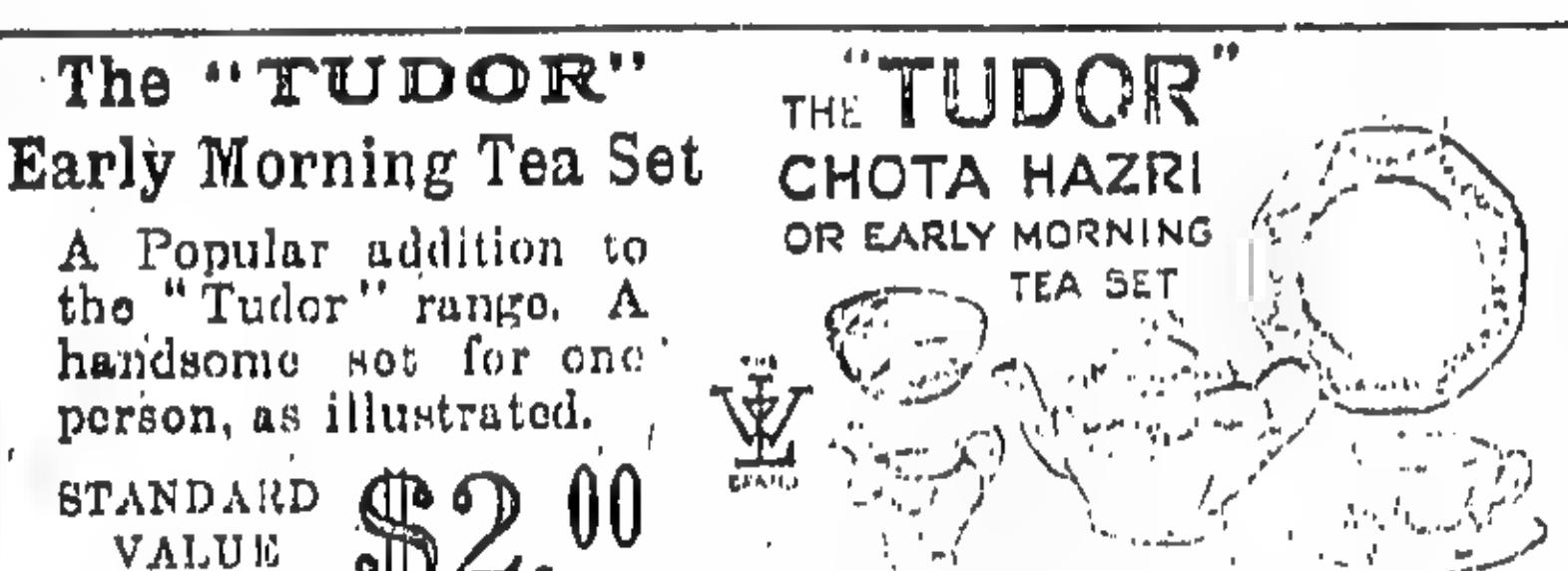
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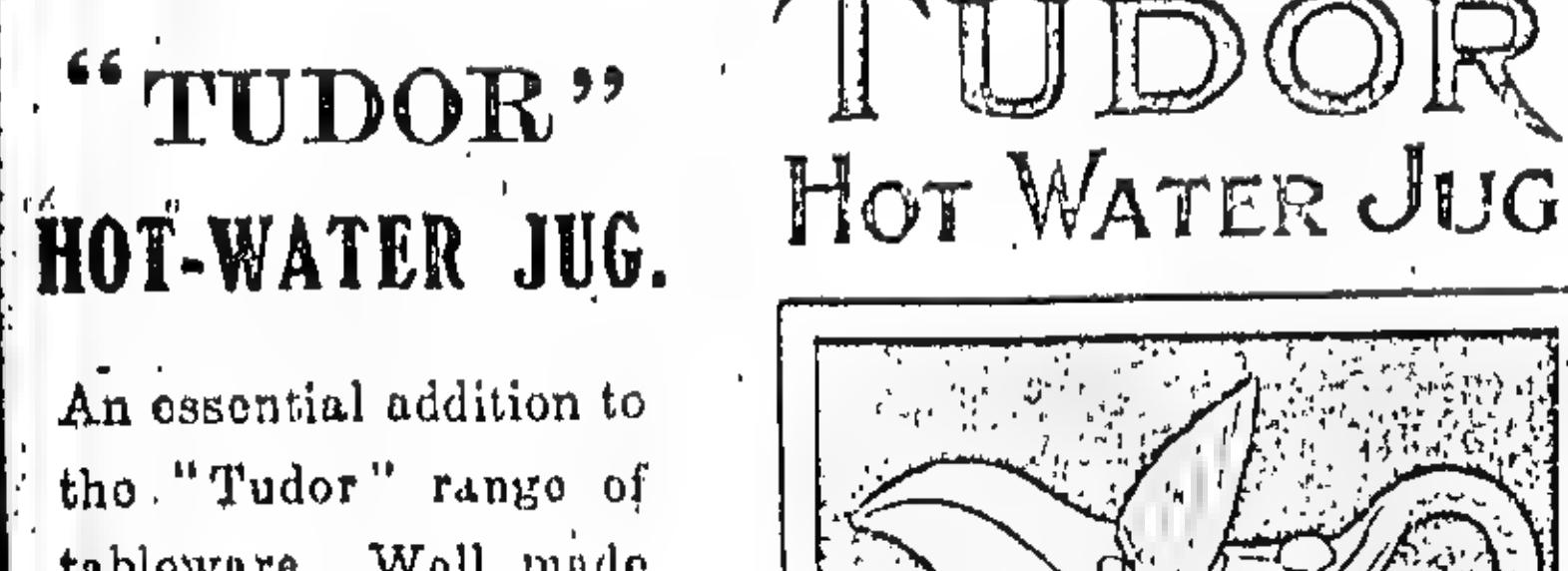
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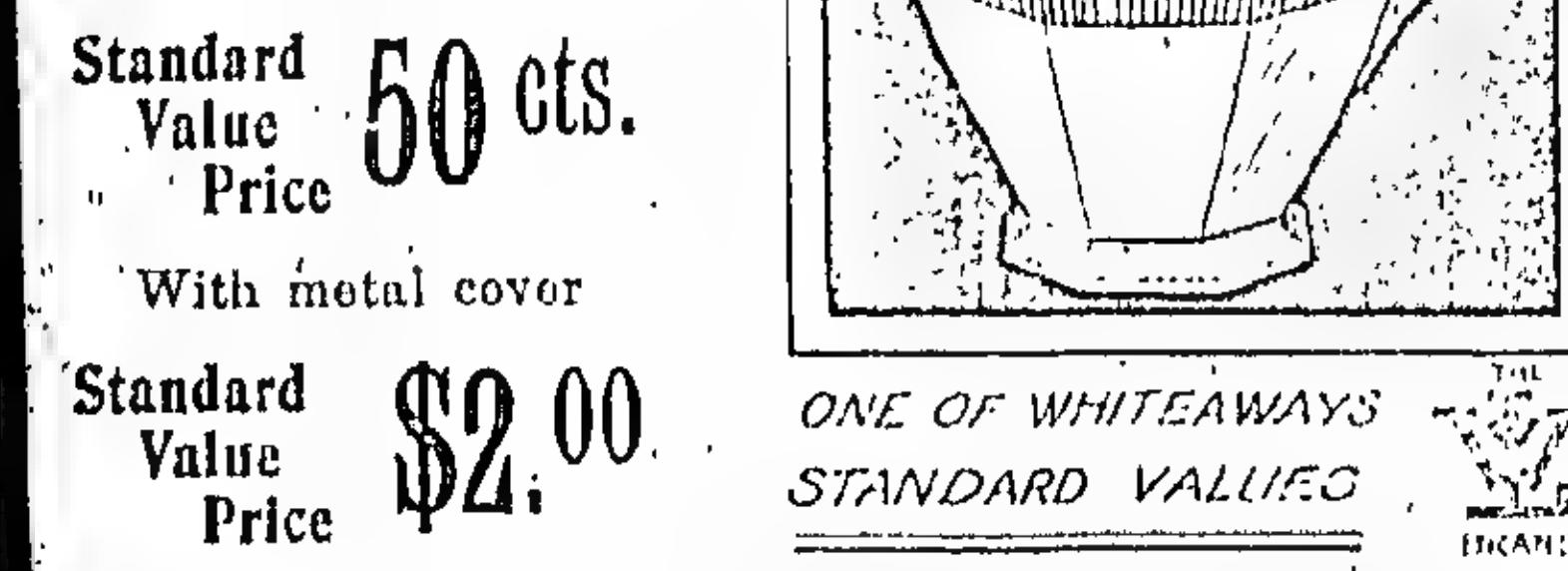
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REVELATIONS AT SHANGHAI LECTURE.

NEGLECT OF HYGIENE.

"The Physiology of Vision" was the subject of a lecture given recently at the International Institute by Dr. O. D. Rasmussen. It was the first of a series on the "Conservation of Eyesight," to be given by the lecturer to members of the Literary Society of the Institute's school, during the next few weeks.

The speaker dealt in a general manner with the organ of sight, and outlined the physiology and various theories of visual functioning in such a way as to render it understandable by a lay audience.

"The eye must not be considered as some static organ," said the speaker, "but as an active and extremely busy mechanism. It is moving all the time, both physiologically and mechanically. Although human ingenuity has conceived some remarkable things, it has not yet approached even remotely the intricacy, delicacy and effectiveness of the normal eye. To properly describe it, therefore, we have no adequate similes."

"However, for want of a better analogy," said Dr. Rasmussen, "if you can conceive of a telephone switchboard with about five hundred thousand terminal points, in an area not much than a twenty-cent piece, you might get some idea of what vision means. And even then one has but bare understanding of the mechanical structure. The process of physiology of vision through this miniature central, with its corollary of colour sensation, speed of impression, chemical reactions, and cell renewal is a whole study in itself, and in which the acutest minds of Ophthalmological Schools have not by any means reached a conclusion."

The contents of the outer chamber of the eye are replaced in the course of one hour. The lubricating apparatus is continually in operation, while the focusing mechanism is astoundingly active, with hundreds of thousands of movements in the course of a day.

"The lecturer demonstrated by the aid of diagrams the part played in vision by the 'rods and cones,' the terminal points of the optic nerve, and the chemical fluid called 'visual purple,' which acts in conjunction with them. A visual impression normally lasts only one-eighth of a second.

"The various theories of colour perception were explained and it was pointed out that no two persons actually agreed upon colour tones. One person in twenty-five was the average amount of colour blindness, while almost everyone had slight deficiencies in the perception of certain colours."

Referring to lower animals, the speaker said it had been demonstrated that horses had a high percentage of short-sightedness, which might account for the nervousness and shying of many horses. In fact, spectacles had been fitted to several of the lower forms of mammals, with success.

At the conclusion of his lecture, the speaker said he had launched this series of talks on the "Conservation of Eyesight" with the object of increasing interest in a very vital subject. He desired to add what he could to the better understanding and care of eyesight in this country where the people suffered so much from its neglect. It had been estimated that more than five million Chinese were blind in one eye and about three million more in both, a condition that might have been avoided by more knowledge of eye hygiene.

DANCING.

LAST NIGHT'S GRAND CARNIVAL DANCE.

As a finale of the month's activities the Hongkong Dance Club held a Grand Carnival Dance at Mesara Lane, Crawford's Restaurant last night when another large attendance of ladies and gentlemen were present. The Club has only been functioning since the beginning of the current month and the success it has already gained is a hopeful sign for its future.

The first ladies' prize was won by Mrs. Roe and the second by Mrs. Spradberry. The spot prize went to Mr. and Mrs. Boyce. The prizes were presented by Miss Do Couder.

Dancing will be continued during the summer months as far as possible and it is understood that a specially fitted out boat will be chartered for trips to different parts of the waters of the Colony with dancing on route.

SERVICES BOXING.

EXCELLENT SPORT.

An event contributing in no small measure to the good feeling between the services despatched to the Far East was a boxing tournament between the 8th Destroyer Flotilla and the 2nd Battalion K.O.S.B. at the Mount Austin Barracks last evening. There was a good attendance both from the Fleet and Regiment, those present making rich and ripe comment between the bouts.

The officials were:—Referee, Major W. B. Stevenson, R.A.M.C.; Judges, Lieut. L. M. Ker, K.O.S.B.; Lieut. P. Carman, R.N. Time keepers, Lieut. J. G. Shellington K.O.S.B., and Lieut. H. A. Kelly, K.O.S.B.; M. C. Regt. Sgt. Major T. Parkinson, K.O.S.B.

Welterweights.

Neither Able Seaman Abrams nor Piper Smith was quite sure how the fight was going through two grueling rounds. Abrams seemed to be the better of the pair although both were staggering. The third round saw Smith floored three times before the quietus came from a vicious uppercut which the sailor had been striking to put over without effect after the first 30 seconds. Drummer Scott came up against Able Seaman de Bell, the former having the science and the latter the weight. Scott fought a clean hitting contest, showing excellent ringfront and footwork. The sailor slogged throughout and did most of the attacking, frequently forcing Scott to the ropes. Both finished strongly and the decision went to de Bell.

Petty Carney fought coolly and well against Stoker Grey and after the opening burst, both played safe. There was an interesting exchange, neither gaining a decided advantage, although Carney appeared to be the better.

The second round gave Grey the advantage but at the final meeting Carney picked up points to take the decision in a last minute exhibition of outfighting.

Heavyweights.

For a contest at this weight, the go between Stoker Notman and Private Maxwell had rather more movement than usual. The tattooed and bulky Notman all that was coming and got in a few shrewd punches. As in sailor bouts, the soldier was a boxer and the sailor a fighter. The first round was Notman's and the second Maxwell's. At the final meeting Maxwell scored repeatedly and Notman was a blood-spattered though game loser.

Light Weight.

Ldg. Seaman Baker of Hermes met Private Hume at the light weight ever six rounds, this being the main event of the evening.

It was a fight from the bell, both men seemingly bent on bringing it to a speedy conclusion. Baker was hitting hard while Hume put in some good defensive work. Defence was in fact the strong point of both.

A bad miss by Baker in the second nearly ended the fight when Hume came in to stagger the sailor, but both were on their feet when the gong sounded and obviously distressed, Baker the worst.

Hume forced matters in the third and Baker appeared to be failing but came back strongly to drive the soldier to a fad out only to be saved by the bell. It was Baker's chance and failed.

Baker pursued his advantage in the fourth round, but fighting gamely, Hume stood up to the punishment and once more welcomed the bell while taking a breather. Baker was supreme through this round. At the conclusion of the fifth round Hume was through the ropes and losing all the way.

Although a knockout was anticipated Hume lasted out, but very distressed and once more the Navy carried the honours, Baker finishing strongly against a failing opponent.

Light Heavies.

Ldg. Stoker Driscoll and Piper Smith gave promise of putting up a good fight, but the soldier was superior throughout. Two rounds saw Smith leading well on points and at the third meeting going out for the K.O. This, however, did not materialise and the bout concluded in favour of Smith, a very deserving winner.

Lightweights.

Able Seaman Wykes and Private Howie mixed it from the start, neither showing great knowledge of the task in hand. The sailor fighting with an injured hand after the first round put up a good show; while the soldier was wild and unsettled. The bell sawed Howie in the second only to delay his defeat; the decision going of Wykes on points.

Middleweights.

Private Rice tried to dispose of Able Seaman Bull in the first minute but it proved no easy task and Bull steadyng up after the opening attack was always good value.

A wrestling bout in the second round proved that there is a great deal in boxing which the Marquis of Queensbury was not acquainted with, but in the final meeting the Navy opened out with main armament, but it proved ineffectual and the decision in a closely contested bout went to Rice.

On the conclusion of the tournament prizes were distributed by Major Lake who complimented the winners on their success and expressed a wish that there would be many other events of similar nature while the Navy and Army were concentrated in the Far East.

LIFE NOW IN "RED" HANKOW.

CHINESE CROWDS FILL UP EVERY VESSEL.

MATTERS GETTING WORSE.

The following is a summary of information contained in a letter from a correspondent at Hankow.

On the 18th all the native banks, threatened with ruin by Communist financial regulations, closed their doors. All foreign banks are closed and have been for some time, and have every appearance of continuing in that state until more settled times.

Only Nationalist paper currency is available, exchange being fixed at the arbitrary rate of \$1.60 to the tael, but it is absolutely worthless, and has no bottom whatever.

Pickets line the Bund, searching all and sundry for silver currency which is seized in return for the valueless Red paper.

The only English-language newspaper being printed is the *Radical People's Tribune*, edited by an American; rabidly anti-British and pro-Bolshevist in everything it publishes. *The Central China Post* and the *Hankow Herald* are appearing as mimeographed brochures.

By all appearance the ships of the China Merchants' fleet are getting no cargo whatever, it being too risky to ship by them.

Chinese Exodus.

Chinese passengers evacuating Hankow crowd these ships to the limit, finding accommodation wherever possible, even in the holds; removing all fittings on the decks and rigging shelters on the sun decks, taking off life-boat covers and establishing themselves and their belongings in the boats.

The fire and capsizing of the *San Peh*, with huge loss of life, was probably a direct result of such haphazard methods. The *Kingship* on arrival was awful to see, carrying a frightful list and requiring very little more to make her turn turtle.

The Chinese merchants are shipping all their cargo where possible by the C.N.C. boats, over sixty lighters being now alongside the *s.s. Whampu*, which leaves with a cargo of 36,000 piculs.

The British Consulate is housed aboard the *s.s. Siampat*, and the Customs are operating from the *s.s. Luuen*.

No Improvement.

Matters remain as they were on January 5, or worse if anything, and there can be no improvement while the Bolsheviks are here.

The workers are afraid that the Standard Oil Co. and the B.A.T. will close down. It is a sight to see the discharging and loading of ships, hundreds of coolies fighting like devils to carry a package. The poor beggars want to work, but the fat, lazy armed pickets will not permit them to work too much. A weekly strike is the order of things.



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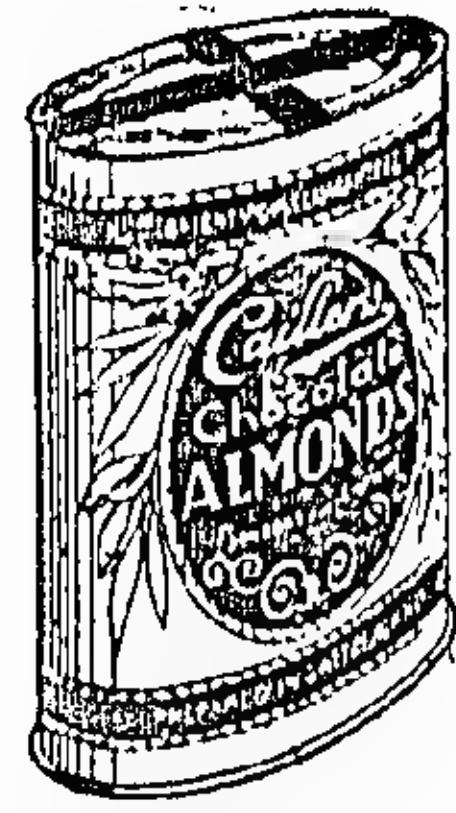
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FRESH ARRIVALS



ON SALE EVERYWHERE

FLOWERED GEORGETTE.



Flowered georgette delights in frocks of this type that combine all the fabric's fluttering fullness with a subtle firmness of silhouette. The new bloused-at-the-hip effect is of especial interest. Rose colour with rose flowers outlined in bright green makes the frock very charming.

DOLMAN SLEEVES.

COLOUR CONTRASTS.

In "Yellow Sands" one of the characters refers to her dolman, and some women, tired of the usual tight-fitting sleeves that have made their appearance on most afternoon frocks recently, are having loose, from-the-waist sleeves modelled on those used on old-fashioned dolman "mantles."

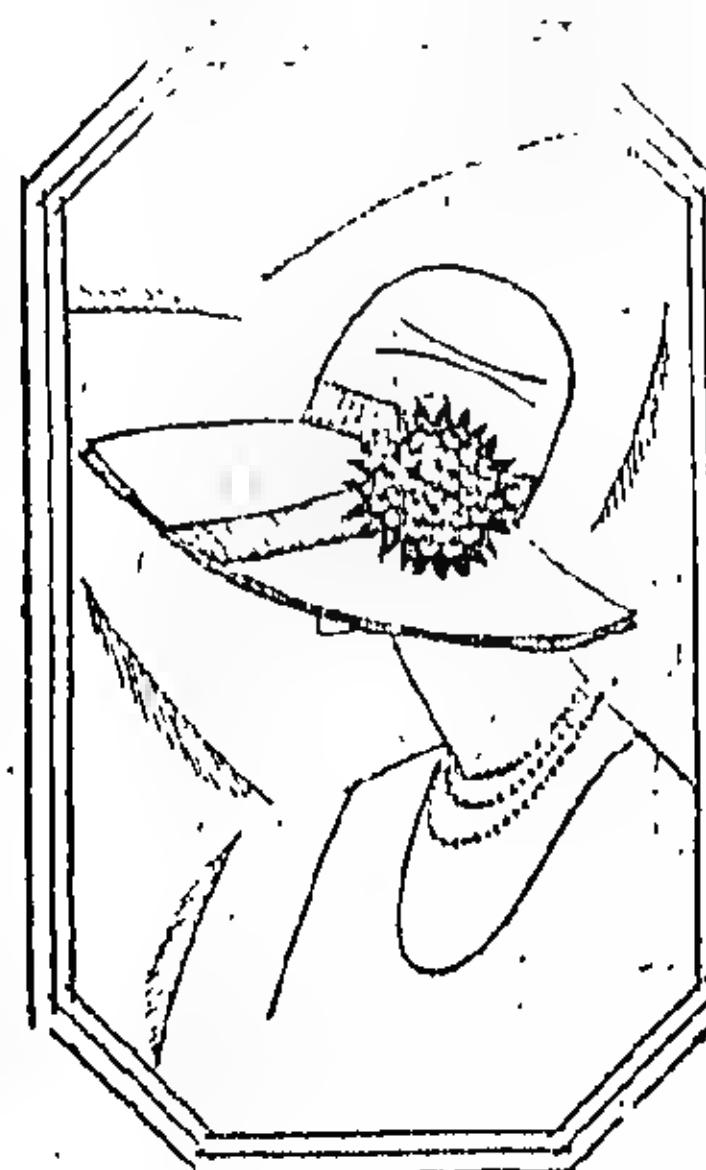
Models from Paris have armholes extending from the shoulder to the waist line, and these dolman sleeves—so far they are being used chiefly for afternoon frocks—are of some soft, graceful silk material. But there are rumours from the Rue de la Paix that many of the smartest summer frocks of voile and muslin will also have these wide-topped sleeves.

As a rule the armhole width gradually reduces itself to the shoulder, until the sleeve becomes quite tight-fitting, and is usually finished off with a neat cuff adorned with a row of buttons. On other models the tight-fitting ends of the sleeves are finished off with a big flared cuff.

The Invaluable Chest.

While many of the new dolman-sleeved frocks have the sleeves in the same material as the dress itself, other models show amusing contrast of material or colour.

LOTS OF SHADE.

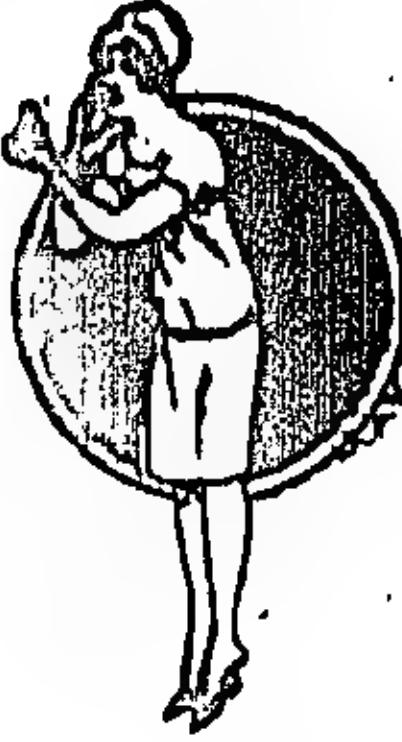


A wide brimmed hat of natural leather, for summer wear, is trimmed with coral and a flat cabochon.



WOMAN'S

WORLD



FRESH ARRIVALS



ON SALE EVERYWHERE

THE HALL.

FIRST IMPRESSIONS.

Is your hall a problem? The little hall of to-day is so different from the old spacious living-room hall in which you could really swing a cat and put a quantity of furniture. It is a mistake to try to keep up the tradition of hall furniture in these days of flat halls and small house halls. They are usually dark and rather narrow; the modern architect does not seem to waste much of his genius upon them. First you trip over the umbrella-stand and, recovering yourself, charge the hall chest.

But the present-day little hall can be just as pretty and inviting as any other room in your flat if you give it a little thought and attention. You can be thoroughly deceiving and make it look nearly twice its size. It is no argument at all to say: "It's so small it doesn't matter; after all, we can't sit in it, we only want a little place just for hats and coats and umbrellas, golf clubs, rugs and parcels, the flotsam and jetsam of shopping and the other things which will collect in a hall; what can you do with a room which has to have such a collection of things in it?" These are the excuse of a housewife who has no flat love in her heart.

First impressions are most vital things, and, after all, the hall, however small, is the first impression of a flat. If one comes to visit for the first time it is in the little hall that one looks for the note of individuality, the distinctive attraction which makes one eager to find out what it leads.

The way to make your little hall look its best is to make it look its largest. The first thing to think of is light walls, white or some gay colour of a light shade. Make your little hall bright, and, if you have it white, introduce the gay note in something else—an effective lampshade, a dodo or a frieze.

Satisfactory Reflections.

A good sized mirror is absolutely essential. Your visitor will come in pleased if she knows just how she is looking, and reflection will always add to your pseudo-space. The boon about the mirror is that it takes up no room at all. Steer clear of anything in the way of paneling. Two-tone colour schemes, cutting a room in half, always make a room look smaller. Scrap every piece of furniture you can. Do it ruthlessly. It is worth it. Don't have a chair in your hall or an umbrella stand with a projecting shelf or top. An umbrella stand of this kind is always large enough to get in the way, but too small on which to put anything. Invariably it has a mirror let in for some reason best known to the man who made it, which is so narrow that you can see only a meager strip of yourself, and this at a height where it reflects a part of your anatomy which is not the vital part.

The Invaluable Chest.

The piece of furniture which is really essential is a small chest. It is invaluable because it serves more than one purpose. It takes the place of chair, letter-rack and dumping ground. In it go all the golf clubs, rugs and parcels, the flotsam and jetsam of shopping, and a heap of other things for which there is no room in your neat little flat. In it goes everything which would otherwise be "lying about." Down goes the lid and there you have your seat and a temporary dumping ground large enough to take those parcels which would always fall off the top of the umbrella stand.

Those interested in bridge are always pleased to discover novelties to use during their play. One such novelty, designed quite recently, is an elephant, which proves to be a most serviceable creature. He is made of pure white velvet, with scarlet and gold trappings on his back, on which he supports the trump indicator. A feather brush in his trunk is used to sweep the cigarette ash from the table. Very amusing, too, is the trump indicator in the form of a cash register; here the trump suit is indicated by pushing

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London March 17. Hero is a delightful afternoon frock of silk crepe and lace, and I venture to predict that you will one and all have it copied forthwith; and when you have done so, I trust you will not meet each other! The lace arrangement is formed of a cami-petticoat of lace, the only difference being that there is an elastic at the waist to produce the pouf effect. Then a little glimpse of lace reappears at the skirt. There doesn't seem to be much lace on view, but don't try and achieve the style by sticking in what appear to be the requisite bits of lace, because if this is done, it will be altogether different; in fact, it will be dreadful! Very smart effects can be got by having lace dyed to match the crepe chosen for the garment proper, and the model sketched was in soft grey with silver lace, and pastie buckle on the shoulder; altogether beautiful, but perhaps a bit delicate for ordinary wear.

Should anyone amongst you contemplate committing matrimony, this frock in grey and silver, as mentioned, would be ideal for "going away" in; in fact, for a quiet wedding, it would do for actual occasion. But let us be satisfied to call it an afternoon frock.

The comparatively tame-looking garment is a very useful little costume which I saw in a window—when I was looking for something else! Although, it is uninteresting-looking, it is a most useful combination, because it gives you that which is dear to the heart of every woman who cares about

her appearance—a slim, straight "line," uninterrupted by ridges caused by the termination of multifarious bits and pieces of underwear.

The principle is that the knickers are just buttoned on to the corsette, well below the waistline. The idea is simplicity itself. Under this composite garment all about to wear (if you are of the present generation) is a vest, and there you are!

Is That So?

The picture this week is of that indolent feminist and writer, Miss Rebecca West, whose latest book "The Hard Boiled Virgin" (a beautifully poetic title, you will all agree!) has brought down upon itself, or its author, as the case may be, a vast amount of criticism—I was going to say both flattering and unflattering, until I remembered that all criticism is to a certain extent flattering. The only way effectively to damn a book or play, or in fact anything in the creative line, is to ignore it; and I cannot imagine anything from the pen of Miss West being ignored. The state of virginity and "hard-boiledness" (to coin a word justified by the occasion) seems to my niggling-critical mind to be a contradic-

tion in terms. But this is an age of paradoxes and contradictions.

The greatest "theatrical" sensation of the past week doesn't reflect

any great credit on Londoners as supporters of the legitimate drama, because the incursion of a film-star into the realm of the spoken word has brought a record audience to the famous Lyceum Theatre, a theatre in which Irving, Matheson Lang, and many other "ordinary" actors made a comparatively inconspicuous appearance from time to time! I understand that the pit and gallery of the theatre were packed with members of our sex who are glorified by the appellation "film fairs," and that altogether it was a wild and wonderful night.

The Street of Adventure.

This week I am going to recommend you to read "Unholy Matrimony," by Winifred Graham (Hutchinsons) and the recommendation is untinged by criticism. I am not going to say that "Unholy Matrimony" is so marvellous that it is beyond fair criticism, but I do say that Miss Graham has no political or sex-problem axe to grind, and in consequence she has written a very readable yarn. Having set out to write the said yarn, she has gathered together a number of really human people—not too good and not too bad to be convincing. The outcome of the plot is not too obvious; perhaps not obvious at all, except to the hardened critic, and it is just the sort of book for an evening's light reading.

WHO PAYS?

WEDDING ETIQUETTE.

Convention has laid down rigid rules regarding the liabilities for expenses at a wedding incurred by the bride's parents and her bridegroom.

It has always been understood that her father should arrange for the reception and entertainment of guests at the wedding, and for this reason invitations are sent out in the name of the bride's parents. They order and incur the cost of decorating the church, and the choral service, and conveyance for the bridal party and guests from ceremony to reception, &c. The father presents his daughter with her bridal toilette and trousseau.

When the bride is an orphan, her relatives are responsible; or if she has money of her own, she herself is expected to carry out her own plans for her wedding.

It is the bridegroom's part, however, to get the licence, and to pay the requisite fee to the officiating clergyman or registrar. He buys the wedding ring, and makes all arrangements for the honeymoon.

The bouquets of the bride and bridesmaids are usually the gift of the bridegroom, chosen, of course, with the coyness of the bride. The wedding favours are also on his list.

The Bridegroom's Gifts.

An important duty of the bridegroom is to present each bridesmaid and page with some pretty souvenir of the occasion. This usually takes the form of jewellery, a brooch, bracelet or tiepin, since it is traditional that bridesmaid's presents should be worn at her wedding.

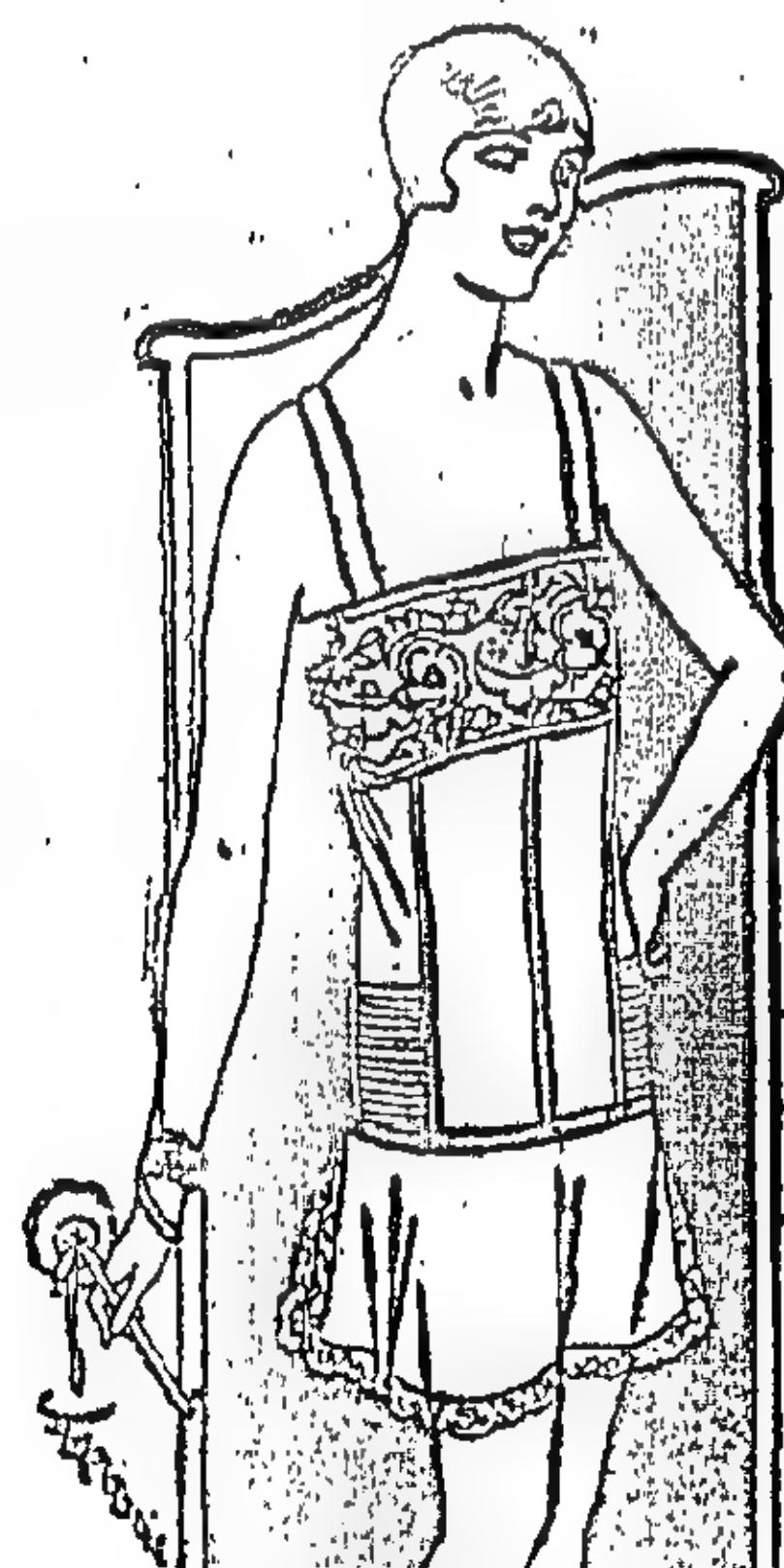
As regards the future home, the husband's duty is to provide furnishings, but linen to equip the household is generally the wife's contribution to the joint establishment, a custom dating from those long ago times when every maiden considered it her duty to accumulate the contents of a well-stocked linen chest against the day of her marriage.

Useful Presents.

Gifts of household linen are sometimes received from members of the bride's family, while presents of furniture may be made by relations on either side. Such gifts have, of course, usually some distinctive value which marks them out from goods bought in the ordinary way. It is certainly the custom nowadays to give presents which help to make the home and are not mere add-ons which are

LINGERIE NOVELTY.

HOW TO WASH THEM.



Picture above is a set of undies consisting of corsette and knickers which Joan describes so well. They are designed especially to keep the straight slim silhouette that is so essential to the present day fashions. This set is not difficult to make and any girl with busy fingers can make it. Now that summer is coming—one could almost say it is here—light underclothes are a necessity. A recently designed set shown in a well known fashion book consisted of a chemise, two kinds of knickers and petticoat.

The chemise was straight with the sides left open at bottom to give more room. Only the top was trimmed with lace, the other edges being neatly hemmed. One pair of knickers was in the directorio style with elastic at top and bottom. The other pair was of a very novel shape. They were made in separate pieces with a narrow stripe of material sewn at the bottom of the two pieces to form the leg. If you intend to make these knickers you will need about a yard and a quarter of single width material.

Cut two pieces for the back and front, gather them, and sew each piece on to a separate band about 2 inches wide. You must make the length to suit yourself. Put three small pearl buttons on each side of the back band and make three neat little button-holes on each side of the front band.

BABY'S PILLOWS.

HOW TO WASH THEM.

The filling of baby's pillows should be kept scrupulously clean and sweet, and a fine spring day with a high wind is ideal for washing the feathers. They may be both cleaned and disinfected by means of lime-water. Prepare by adding 1lb. of quicklime to each gallon of water. Let it stand till the undissolved lime has settled at the bottom of the tub. Then very gently, so as not to disturb this sediment, pour off the clear liquid into another vessel for use.

Place the feathers in a bath and then pour over them the lime-water, stirring them in till they sink to the bottom. Let them stand for three days. Then remove and drain in a clean sieve. To dry, make a large bag of an old lace curtain or similar material, place the feathers in it and peg out in the open air, shaking the bag as often as possible. The operation will take some days, but when the feathers are dry, beat with a cane to free them of all dust, and then still, in the bag, hang them in a warm atmosphere to air. After this they are ready to be replaced in the clean ticking.

THIS WEEK'S RECIPE.

MUFFINS.

1/4 cup Purico, 1/4 cup Sugar, 1 egg, a little salt, 1/2 teaspoon baking powder, 3/4 cup milk, 2 cups flour. Stir the Purico till creamy, gradually adding the sugar and the egg, well beaten. Sift together the dry ingredients and add them alternately with the milk to the first mixture. Drop into muffin-pans well oiled with Purico and bake from twenty-five to thirty minutes in a hot oven.

step-in petticoat with the sides left open. Join the back and front of this garment with the piece of material and trim the edges with a pretty lace and you have a most convenient and cool little pair of knickers for summer. The petticoat was on the straight line with an inverted pleat at each side to give the necessary room. Altogether the set looked as delightful as any set ever could. You can use any material to make up, linnen for day wear or crepe-de-chine for evening wear. These simple and dainty garments can easily be made in leather, hair, and would be

SUMMER SILHOUETTE.

DRESS FOR 1927.

There are no dramatic changes of fashion nowadays. Such modifications as there are slight, but subtle and interesting. Thus we can scarcely fail to be interested in the news that slenderness is to be again emphasised. How can this be? Some people may be inclined to ask. Lucien Lelong tells them all about this and many other dress characteristics for 1927.

In the past, he says, the ideal of dress art has been the mature figure. Therefore, it has always emphasised maturity. Tight bodies, wasp waists, bustles, ballooning sleeves, hoop skirts, and even stiff and heavy fabrics and embroideries were all devices in the buxom styles of the past to heighten the matronly look.

To-day our ideal of feminine beauty has changed. It is now the slight girlish form that we admire... Human bodies are not uniform and never will be. In a buxom age there were slender women. In an age now devoted to youthful slenderness there is still a proportion of fashionable women who are neither young nor slender. Here enters the saving technique of the dress creator... It is easier to build up a figure with dress than to attenuate it. That is obvious. Hence it comes as a surprise to discover that, paradoxically, greater illusion is possible in slenderness than in building up... the optical effects of dress slenderness are more persuasive.

Each new season registers its own advance in feminine slenderness.

Some Precise Predictions.

Skirt length.—No change. Waist-line.—Not indicated. Neck.—Pointed or round. Sleeves.—All day models, except a few sports dresses, made with sleeves!

Shoulders.—Narrow effect. No more low shoulder seams. In some of the models the sleeves are integral with the gown itself, not stiched in.

Treatment of materials.—Materials unusually worked. The use of one material in several shades of the same colour in a single gown or even in different colours is a distinct characteristic.

Embroideries.—Sparingly used. A few silk handwork embroideries for afternoon gowns. Silk and metal and bejewelled embroideries for evening gowns.

Used with Mahogany.

Blue is an ideal colour to use with mahogany, which has come into fashion again. The rich shades of reddish brown amid blue hangings are shown off to perfection without detracting one from the other.

Although two or three shades may be fashionable, blues must be tested to get the best effect.

A spacious sunny apartment could not be had in a dark room could not, a much lighter, brighter shade being preferable there. Again, different blues bring out the respective beauties of furniture both as regards colour and design.

The Right Shade for the Nursery.

Blue, the colour of baby eyes and summer skies, is always right in the nursery, some of the soft pale shades for curtains, with a deeper tone for the walls, covers, and enamelled furniture.

DYED LACE AND CREPE.



This afternoon frock is in silk crepe and lace dyed to match the crepe.

cently. Yet her carpet was a glorious Turkey pattern with half a dozen colours. "Bring out the blue," suggested her modern friend as she visualised the rich colouring against a background of beautiful deep blue.

Bringing out the blue does not mean discarding every other colour, but making all the others subserve to it, even as each varying blue in the sky subdues any harsh tone in nature's colouring.

Any vivid vase or picture in high colours which unduly asserts itself should be removed. For pictures, painted vases look particularly well, the skies taking on a wonderful depth of colour from their surroundings.

Used with Mahogany.

Blue is an ideal colour to use with mahogany, which has come into fashion again. The rich shades of reddish brown amid blue hangings are shown off to perfection without detracting one from the other.

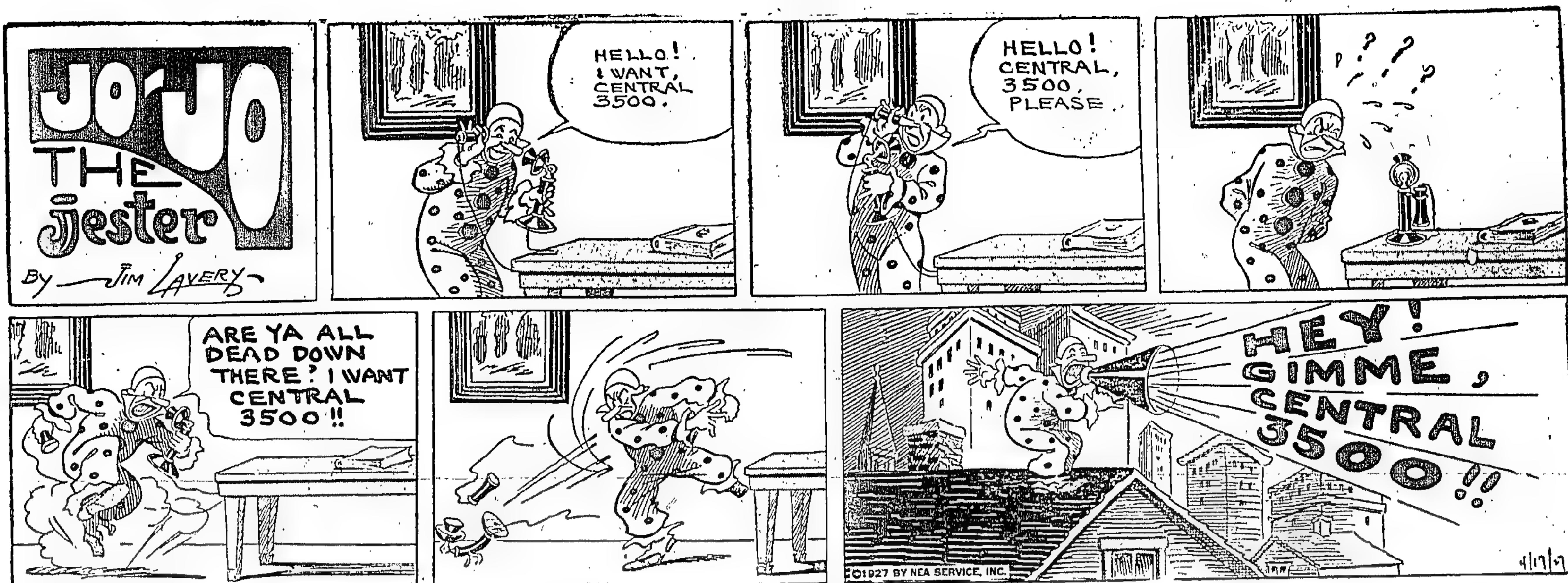
Although two or three shades may be fashionable, blues must be tested to get the best effect.

A spacious sunny apartment could not be had in a dark room could not, a much lighter, brighter shade being preferable there. Again, different blues bring out the respective beauties of furniture both as regards colour and design.

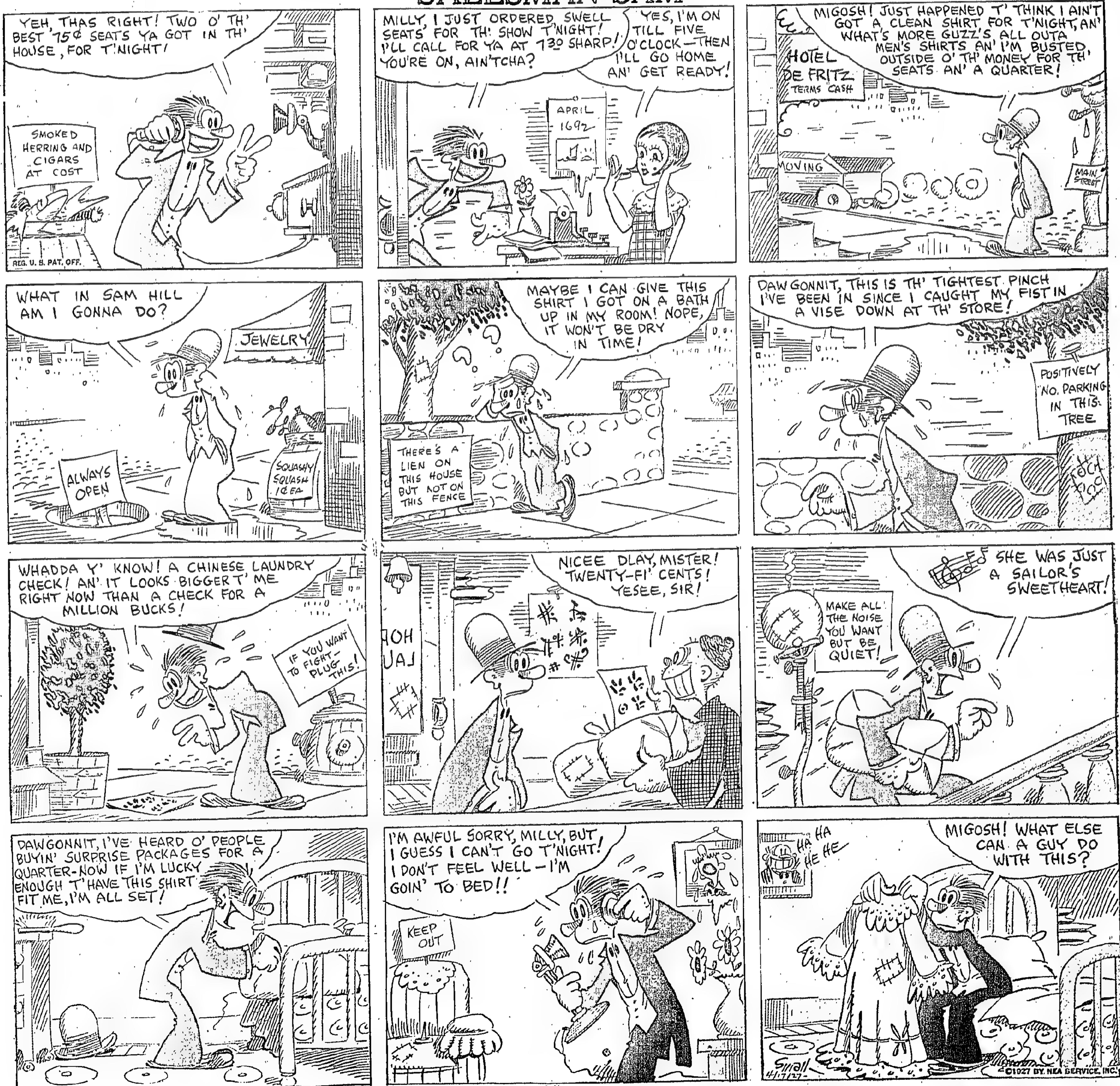
DISCS OF JADE.



Jade, combined with tiny pearls, finds favour for spring. Four discs of jade are held in</



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ARMY DEATH PENALTY.

GOVERNMENT REPLY TO LABOUR PLEA.

In the course of a debate on the Army and Air Force (Annual) Bill in the House of Commons in last week, Mr. Robert Morrison (Co-op, Tottenham, N.1) moved a new clause abolishing the death penalty for certain offences. He said that in modern warfare it was almost impossible to draw the line between cowardice and bravery, and the same thing applied to desertion.

The clause would abolish the death penalty for cowardice and desertion, but it was not proposed to abolish it in cases involving treachery or desertion to the enemy. It would no doubt be said that Army opinion was against the proposal, but Army opinion had been shown to be wrong on the subject of Field Punishment No. 1, which had now been abolished.

Fire-eating anti-German generals of former days, who had declared they would never be served by a German waiter again, were now starting a "Come to Britain" movement in Germany. (Laughter.)

How a Cook Got a Decoration. In the new conditions of warfare it was a mere chance whether a man was decorated for bravery or shot for cowardice. A man might be a coward in the morning and a hero at night.

A certain battery of field artillery, he said, had done well in an engagement during the war and was awarded one Military Medal to give to one of the ranks and file selected by the commanding officer.

The commanding officer left it to the men to choose one of their number, and they decided to draw lots. The lucky winner was the cook—(laughter)—"who was now swanning about the country with a Military Medal which he won in a raffle." (Laughter.)

Mr. Thurtle (Lab., Shoreditch) supported the clause, which, he said, represented the policy of the entire Labour party.

Colonel Lambert Ward (U., Hull, N.W.), said that under certain tragic circumstances it was the existence of the death penalty alone that compelled men to do their duty. The way to do away with the penalty was to have no more wars. (Opposition cheers.)

"Effect Was Good."

Captain King (Financial Secretary, War Office) replied after other hon. members had spoken.

He rested his case on the report of the Lawson Committee set up by the Labour Government. This Committee reported:

Those with whom we discussed the question (of the death penalty) agreed that the effect was good, especially because it enforced on the troops that complete self-sacrifice is demanded in war. There was a consensus of opinion that penal servitude or imprisonment would have little, if any, deterrent effect.

The result of that report was to remove certain offences even on active service from the death penalty, and in all cases except the crime of mutiny in times of peace. Further, in every case where the death penalty could be inflicted, other alternative punishments were provided, so that it did not follow that the penalty of death provided would in all such cases be carried out.

The fact that only 11 per cent. of the men sentenced were actually executed, so far from being a criticism of the law only showed that great care was taken in reviewing sentences. He agreed that the death penalty was necessary as a final deterrent.

Major Hills (U., Ripon) suggested the appointment of a Committee, drawn from different professions and including a distinguished Judge, to inquire into the whole matter in the light of the as we saw it to-day.

The clause was rejected by 259 votes to 134.

£5,000 JEWEL HAUL.

FLAT ROBBED AND DOG DRUGGED.

Within a few feet of people walking on the pavement outside, burglars forced three doors and smashed ten strong locks and bolts to enter the flat of Mr. Jack Waller, one of the partners in Clayton and Waller, the theatrical managers, in Warrington-crescent, Maida Vale, W.8, and removed jewellery and silver valued at £5,000, mostly the property of Mrs. Waller, recently.

The valuables were removed in three suit-cases, also stolen from the flat.

Mrs. Waller's Sealyham terrier Rip was drugged, and a big bruise was found the next day on the dog's body.

TRUTH ABOUT "STALKY."

KIPLING SOCIETY'S FIRST MEETING.

At the first meeting of the Kipling Society, held at the Royal Automobile Club, in London, in last week, Mr. G. C. Beresford, who was the original of M'Turk in Mr. Kipling's "Stalky and Co." gave an account of his schooldays at the United Services College, Westward Ho!

He said that the greater part of "Stalky and Co." was what it professed to be—pure fiction. The occupants of Study No. 5 were too "highbrow" for such practical jokes as Mr. Kipling described. It was true that they declined to enlist in any movement in the college which was not their own, and poured contempt on ideas which did not carry their own hallmark, but if the plots and counter-plots of "Stalky and Co." were ever carried out anywhere, it was not at the college in Mr. Kipling's day.

The heroes of the book were unlike any boys in real life, and the only true study of character was that of King, whose prototype once predicated that the precocious young poet would "die in a garret, a scurrilous pamphleteer," a phrase which gained currency in the school. Other masters, Mr. Kipling had glorified or deplored in just accordance with their friendly or hostile attitude towards Study No. 5.

Mr. Kipling was regarded by his school-fellows as remarkable for his powers of versification and knowledge of metres, and his knowledge of literature, which was considerable in a boy of his age. He was not a great teller of stories, and never shone in the dormitories at night. He could only re-tell stories which he had read. Almost the only piece of autobiography in the book was his reference to the headmaster's library, which on account of the friendship of his family with Mr. Cornell Price, he alone among the boys was allowed to use.

SHORT-LIVED JAZZ.

SOON FORGOTTEN.

Present-day composers of dance music must often envy the long runs achieved by popular successes of the past.

To-day the life of a piece of dance music is a short one, if a méry one. What with dance-bands, cabarets, gramophones, and wireless, it is worn threadbare in a season or two. The best of the Strauss waltzes were danced by two generations if not more.

We have no family record to compare with that of the elder Strauss and his three sons, but Mr. Ernest Bucalossi, at Weymouth's Theatre, perpetuates a regal name of the waltz world. His father's waltz, "My Queen," had an almost devastating popularity, which continued for 25 years.

A Losing Battle.

Even to-day most people recognise the tune, though they may not be able to "place" it. Following in his father's footsteps, Mr. Ernest Bucalossi made a few hits, of which "La Gitana" is best remembered. Then began the losing battle fought by the waltz against the ascendancy of jazz.

Apart from the short life of most jazz "hits" there is another striking difference. The names of the waltz writers were household words. Everybody was familiar with them. Apart from a very small number, and those mostly associated with musical comedy and revue, the makers of jazz "hits" quickly relapse into anonymity; it indeed they emerge from it. The man who wrote "Yes, we have no Bananas," made a fortune, but does anybody remember his name?



If you don't believe fish is a brain food, try opening a tin of sardines.

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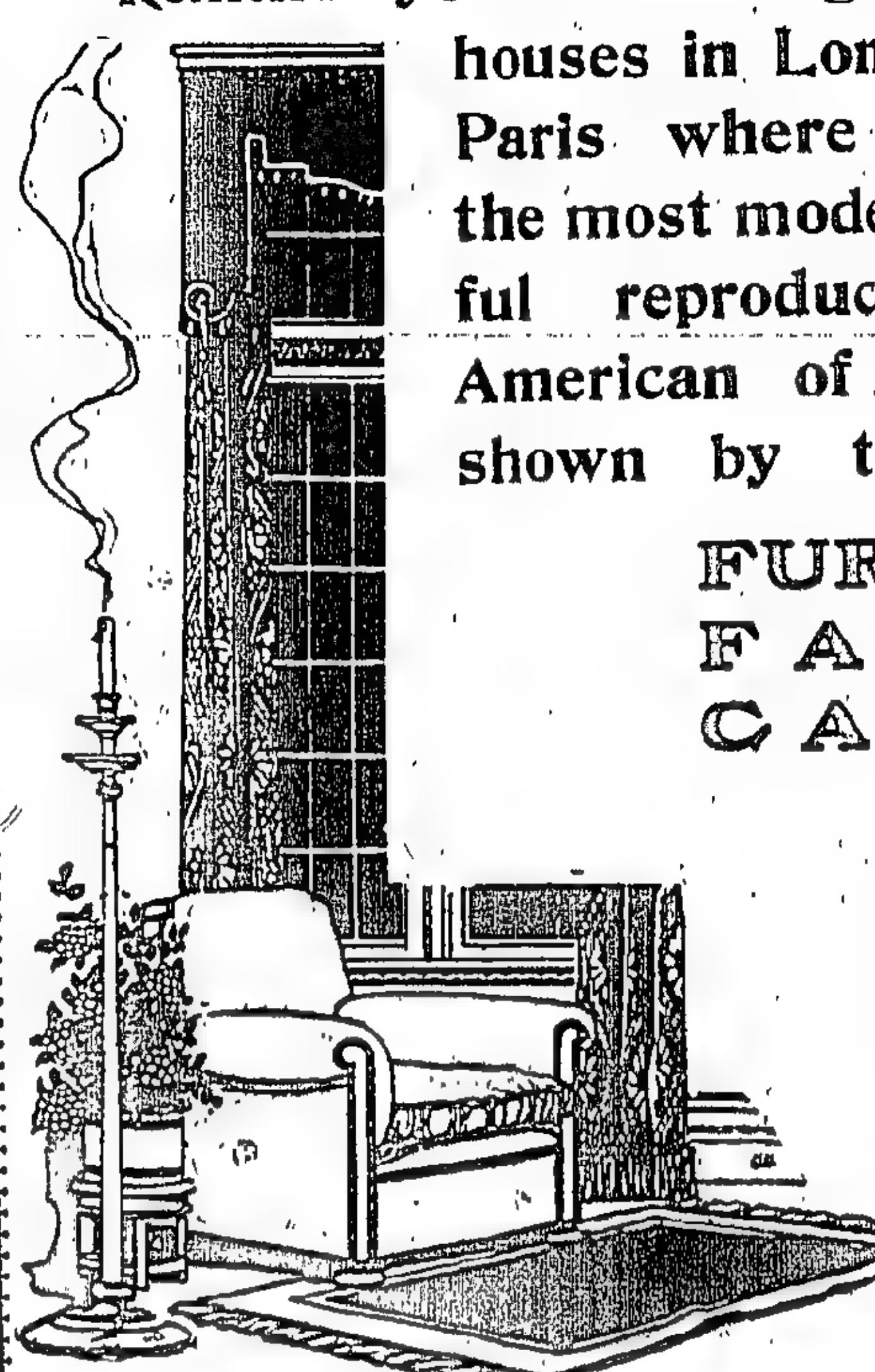
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STORIES AND EPIGRAMS.

WHEN "KING'S CANARY" WOULD NOT CHIRP.

Lord Dewar made another of his periodic excursions into the facets when he delivered a characteristically epigrammatic speech at the dinner of the Royal Institute of Painters in Water Colours at London recently.

Here are three stories he told: When visiting New York, Dr. Bridges, the Poet Laureate, refused to give the Press reporters an interview. The headline in the papers the next morning was:

"The King's Canary Won't Chirp."

An American with a guidebook in his hand, continued Lord Dewar, knocked at a door in South Belgrave and asked the landlady, "Is this where Goldsmith lived?" She said, "I cannot remember a gentleman of that name that stayed here." I mean Oliver Goldsmith, the poet." "A poet! Oh, he could never have stayed here. Our lodgers have to pay cash in advance."

An Englishman got lost on a Scottish moor. A search party went out, and a voice came through the fog, "Hallo! hallo! I'm lost, I'm lost!" Then another voice was heard to say, "Aye, ah'm hearin' ye, what's the reward for finding ye?"

New Epigrams.

"The Dwarisms" which punctuated his speech included the following:

Artists in their pictures uplift the beautiful so that all can see and admire. In church people uplift the mind—in the beauty parlour they uplift the face. Some men fail to see beauty in empty bottles and empty shoeboxes.

Poets find poetry in rippling brooks, and slushy spring-time editors of magazines will tell you they find lots of poetry in waste-paper baskets.

Poets are born and not paid.

Habits and customs govern the world—you have observed some men from the force of habit trying to blow froth from the top of a glass of water.

It is very simple to learn how to live beyond your means—you mortgage your house to buy a motor, and you mortgage your motor to buy petrol. It is not petrol that makes the motor go, it is the mortgage.

Home to-day is where you find the mortgage and the motor car.

Marriage is a committee of two with power to add to their numbers.

If a man is not wedded to somebody, the next best thing is to be wedded to something.

Slow-Motion Picture.

Marriage is a great institution for those who are anxious to live in an institution.

Most of the trouble is produced by those who never produce anything else.

It was the third party and inquisitiveness in the Garden of Eden that brought about all our troubles.

The slow-motion picture to-day is represented by the taxi-driver undressing himself endeavouring to find change.

Two great failings in civilisation were snobbery and hypocrisy.

PLUS FOIRS FOR WOMEN.



A sleeveless jumper in calfskin (left) with a skirt in stocking—model exhibited at the Drapery Exhibition which was held at the Royal Agricultural Hall. Right, a knitted plus fours suit for women.

MYSTERY CAVE PICTURES.

BUSHMAN DRAWING IN S. AFRICA.

There is considerable difference of opinion among antiquaries over bushman drawings of a new type which were found recently at Rumwanda, about 40 miles east of Fort Victoria, in Rhodesia.

Mr. S. P. Impey, of Capetown, a leading South African authority on rock paintings, has declared them to be "clearly and typically Egyptian," but other experts are recommending careful study of the drawings before any final opinion is formed.

The drawings were found by two Rhodesians while resting on an isolated farm. They were done on the roof of a shallow cave, and are claimed as quite different from any bushman paintings, of which there are many, found hitherto in South Africa.

The chief group of figures, nine in number, are regarded as representing men with white skins and (natural or dyed) red hair. Seven of them are wearing clothing and two are naked. Some of the figures appear to be wearing head coverings, and on some it is not clear if head covering or hair is meant to be shown. One figure apparently has long hair down to the waist.

A White Race?

Mr. H. N. Wilson, who has a wide acquaintance with native and bushman study, has examined the "paintings" for the Johannesburg Star and copied some of them. He thinks that:

The race depicted is a white race.

The men wear clothing of a kind not worn by Bantu, Hottentot, Bushman/Arab, or Indian.

They wear head coverings of a most distinctive type, or dress their hair in a most distinctive fashion.

Assuming that the artist was a Bushman, he considered these men of sufficient interest to try to depict them as they actually were, instead of making the more or less conventional marks often used, meaning "these are men."

The important point is: What race do the pictures represent? Gold miners of ancient times are believed to have had headquarters at Zimbabwe, about 100 miles from Victoria, and legend connects them with Egypt.

The possibility of the painting proving a hoax has not been ruled out by the experts, but the balance of opinion seems to incline towards regarding them as representing some ancient race which was not typical of South Africa.

Home to-day is where you find the mortgage and the motor car.

Marriage is a committee of two with power to add to their numbers.

If a man is not wedded to somebody, the next best thing is to be wedded to something.

Never open your mouth until you are absolutely certain your brain is going to work, and then be sure you know more of your subject than your audience.

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MYSTERY ORIGIN OF THE DOG.

TYPES OF 3500 B.C.

A dog book of importance, since it covers exhaustively in two bulky volumes, profusely illustrated, the whole range of human knowledge of what Cuvier called "man's first conquest," was published recently.

"Dogs: Their History and Development," by Edward C. Ash (Ernest Benn, Ltd., 2 vols., £5 5s.), starts with ancient Egyptian hieroglyphics and ends with a voluminous examination of all the known breeds, and more than 100 pages of appendices on dog-lore,

show points, and practice.

Mr. Ash quotes authority for saying that the dog was differentiated into types as long ago as 3500 B.C. Referring to the mystery surrounding the early development of the dog, he says that even the origin of the word "dog" is unknown, and

may simply signify the sound of "daw, daw, daw," the bark of a dog heard at a distance.

59 Breeds.

The present Kennel Club classification of the dog comprises 59 sporting, non-sporting, and toy breeds.

The chapter on "The Dog in English History" is particularly interesting. Mr. Ash tells how the dogs of farmers dwelling with

were maimed by law to prevent them chasing the deer. At one time the sinews of the leg were severed; at another the ball of the foot was cut out. In Henry II's reign the dogs were "expeditated," that is, three claws of the right forefoot were struck off.

The mastiff, being forced to set one of his forefeet upon a piece of wood 8in. thick and a foot square, was held there whilst a man, setting a chisel of 2in. broad upon the three claws of his forefoot, at one blow with a mallet "deth smite them cleane off."

This mutilation continued up to and during the reign of James I. This is a monumental work, thorough in the last degree. But lovers of the dog will not consider it too large.

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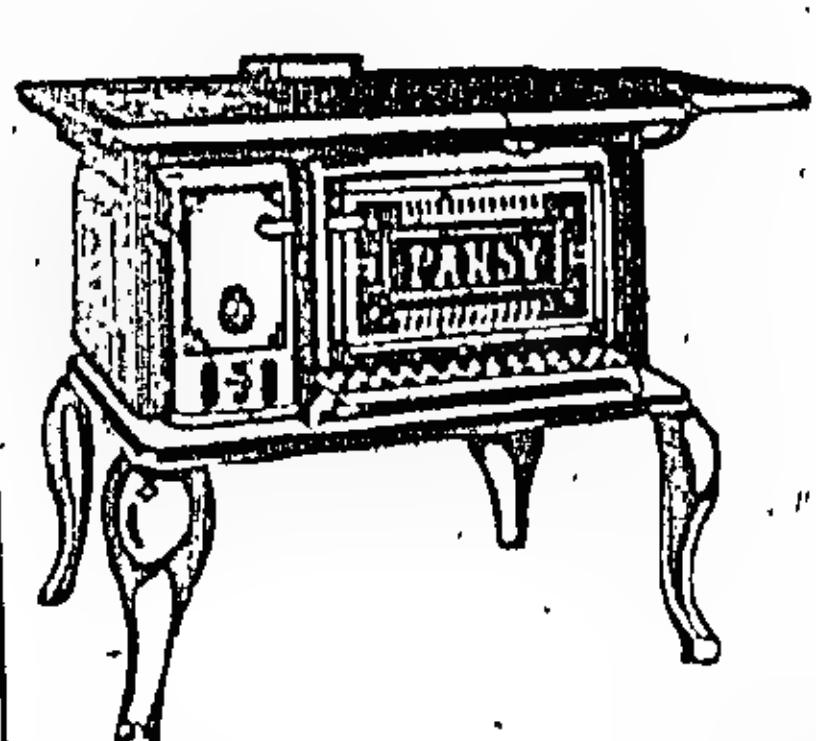
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financing Canton in the general movement against the Powers, and against Chang Tsao-lin, as representative of that section of China which repulsed Soviet advances. Millions of dollars in gold have gone to swell the Southern coffers and those of the Nationalist allies. For what purpose? Certainly not merely out of altruistic interest. Elaborate military plans, espionage to an extent so minute in detail as to leave nothing out that could prove the least useful, all are revealed, as messages published yesterday disclose. The set purpose was the entire Bolshevikisation of China, by means of conquest by a Nationalist party dyed by the Moscow plotters to the deepest possible red. After that, the Powers with legitimate interests in the country could look out for themselves!

That the Soviet Embassy and Consulates in China have been nothing more than central points for hatching and perfecting schemes of sedition and revolt, is amply proved. Peking has shown the Soviet up conclusively, and in Shanghai, as our correspondent there wrote yesterday, "the Consulate is taking precautions against further incriminating evidence coming to light. But enough is already known. Never again can any sane person doubt what the definite Moscow policy is. As in China, so throughout the world. May the nations, the peoples who treasure orderly rule and peaceful living, take heed. There is a menace abroad which must be fought at every turn, and given no quarter. It may mean ultimately a contest for the saving of civilisation itself."

Imperial Navies.

One has almost come to take Soviet intrigue for granted. That is probably because, for some years now, there have been lengthy speeches, by public men, on the Moscow menace, and columns after columns of articles on the same subject in the public press, in all the countries of the world where orderly government is enjoyed and Russia's present condition offers a grim warning. Almost has the man-in-the-street become indifferent to the peril that Bolshevikism implies. There is excuse for this in the long immunity that has been experienced in countries like Britain, which has continued to be governed by law and order despite occasional disruptions that, when closely examined, have proved to contain an underlying leaven of Communistic unrest. But this failure to take the Bolshevik menace as seriously as should be, cannot continue indefinitely without a rude shock to the complacent ones. Turn where we will, there is the writhing on the wall, and the prospects of disorder ever haunt those who have to do with the handling of State affairs.

For a long time, the world was warned of the hold that Russia was obtaining in China. This paper was one of the first, about five years ago, to point to the connexion that could arise between the Kuomintang and the Russian pan-Asian propagandists. It will be recalled that the late Dr. Sun was then in an active treaty with agents from Russia and Germany in what has proved to be the germ of the anti-Imperialist movement. Yet matters out here were suffered to take their own course, and everyone banked on the Chinese eventually discovering for themselves what Moscow "friendship" really meant. That has come to pass, and those who doubted whether Soviet intrigue was as black as it was painted are being given something to think about. One doubts if the revelations that continue to be made at Peking, on examination in detail of the documents seized in the raid on the Russian Embassy, there, are not proving startling to many persons who imagined that Bolshevik intrigue had but little to do with the recent campaign of the Nationalist. It is now known definitely that Moscow has for long been

DAY BY DAY.

YOUNG MEN WHO ISOLATE THEMSELVES IN COLLEGE AND PORE OVER BOOKS ARE NOT THE MEN WHO SUCCEED IN AFTER LIFE.—An English Vicar.

The name of the Alpha Towboat Company, Limited, has been struck off the Register.

A Chinese was sent to the Government Civil Hospital from the Taikoo Sugar Refinery suffering from fractures in both legs, which were crushed by a wheel in the refinery.

The P. and O. boat, the *Malwa*, which was due to arrive yesterday was delayed by fog, and came into port this morning. She is due to leave at five o'clock this afternoon.

H. E. the Governor has appointed Mr. Thomas William Harold Rosegood to be Assistant Harbour Master and Examiner for Masters and Mates, with effect from 28th April, 1927.

A Chinese passenger on board the Empress of Asia was arrested and charged with possession of 3,000 rounds of revolver ammunition. The case will be heard in due course.

H. E. the Governor has appointed Dr. Ethel Mary Minett to be a Member of the Midwives Board during the absence on leave of Dr. Alice Deborah Hickling, M.B.E. with effect from 25th April, 1927.

At the Marine Court this morning, before Lieut. Commander G. F. Hole, the Chinese master of a small fishing boat was fined \$5 or five days for dragging in the Naval Anchorage without permission.

When Mr. W. K. Reynolds, 16 Felix Villas, was driving his car along Caine Road near the Italian Convent, Chinese woman crossed the road in front of the car and was knocked down, sustaining injuries to her legs. She was taken to the Government Civil Hospital but was not detained.

The following additions have been made to the list of Public Vaccinators:—L. Heang, D. Lopes, Foi Kum-yung, Hung Luk-yim, Chan King-sim, Hui Luk-yip, Ng Siu-hing, Cheung Wai-foon, Kwok Kit-ming, Ho Lai-yui and Yung Po-yick. The above ladies are members of the Victoria Nursing Division.

A Chinese boy, aged six, has been sent to the Government Civil Hospital suffering from injuries caused by being knocked down by Motor Car No. 338 yesterday in Queen's Road Central. The driver reports that the boy ran across the front of his car and that it was not possible to see him as he appeared from the rear of another car going in the opposite direction.

The Heihui Bulletin of Eastern ports for last week gives the following cases: Plague, Bassin 6, Colombo 2, Bombay and Rangoon 1 each; Cholera, Calcutta 137, Haiphong 20, Saigon 26, Bangkok 9, Rangoon 3, Bombay 1; Small-pox, Calcutta 191, Bombay 80, Rangoon 50, Canton 7, Madras 6, Bangkok 50 and Macao 2 each and Vizagapatam 1.

The following is from *Cathedral Notes*:—On March 27th last, at Windermere, there passed to his eternal rest the Rev. William Jennings, the last Colonial Chaplain of St. John's Cathedral, Hongkong, who was Chaplain here from 1880 to 1890. Mr. Jennings was in his 80th year. In those days the Church was "established" and the Colonial Chaplain was appointed, paid and pensioned by the Government. Mr. Jennings was succeeded by the Rev. R. F. Cobbold, now rector of Bratton Fleming, who was the first "Cathedral Chaplain." Mr. Cobbold was followed by the Rev. F. T. Johnson, who was succeeded by the present Chaplain. The Cathedral is now vested in the Church Body who are the Trustees and appoint the Chaplain. There are still some here who remember Mr. Jennings.

The services at the Cathedral in Holy Week and at Easter were much better attended than usual. The Cathedral looked its best on Easter Day with a great abundance of flowers. At Matins the congregation was greater than the seating capacity of the Cathedral and chairs had to be brought in. The communicants numbered 237, which is a record. Unfortunately heavy rain came down shortly before the Flower Service, but in spite of this there was a good attendance and a beautiful lot of flowers were presented and afterwards sent to the Naval, Military and Netherton Hospital, the authorities of which have written to say how much they were appreciated by the patients. There was again a large congregation at Evensong and at the social gathering afterwards in the Hall the accommodation was taxed to its utmost.—*Cathedral Notes*.

CROSSWAYS OF THE WORLD.

To-day at Montparnasse.

Once upon a time the Crossways of the World were said to be at the Paris Opera. Those crossways of the world have been displaced. It was repeated by travellers of all conditions and by the Parisians themselves that the surest way to find anybody whose traces had been lost was to sit on the terrace of the *Cafe de la Paix* on the Grands Boulevards. Sooner or later the lost person, if one were patient enough, would go by.

This was a pardonable exaggeration. It truly conveyed the cosmopolitan character of this angle of the boulevards. Those men and women who were in the habit of undertaking long voyages all went in an unceasing procession by the Opera of Paris. They came from all the Balkan countries; they came from Russia; they came from the Mediterranean lands; they came from Germany and from England; they came from the Near East and from the Far East; they came from America. Here was the veritable centre, a sort of secular Mecca.

The Grands Boulevards of Paris are still thronged, but since the war there has been a remarkable displacement, and a new centre has been formed. The Crossways of the World are to-day rather at Montparnasse, on the southern side of the Seine. In the past few months the writer has seen in this spot an extraordinary number of the most celebrated writers of the United States. He has seen zoologists and politicians; he has seen painters and sculptors; he has seen professors and students; he has seen, in short, all those who make their way through Europe in search of instruction or of entertainment, who wish to observe and who wish to encounter men of other nations.

The Boulevard du Montparnasse, where it crosses the Boulevard Raspail, is, in its present form, of comparatively recent growth. The whole stretch of pavement is a matter of only a thousand yards, yet in those thousand yards a score of languages are spoken. Representatives of every country are to be met, and especially there are to be met members of every school of artistic expression.

There are the most fantastic costumes: there are all degrees of culture. Here is the rendezvous of intellectuals—some of them true intellectuals, others of them false. There are painters who can paint, and painters who cannot paint. There are poets who have done excellent work, and others whose poetry, one imagines, is a mere excuse for idleness.

Along this thoroughfare are bookshops galore, and shops which deal in antiques, and shops which

CHINA UNDERWRITERS.

ANTI-COMMUNIST PROPAGANDA.

THIRD YEAR'S LOSS.

HANKOW ACCUSED OF ROBBING.

The war of propaganda, at least, waged by the Chiang Kai-shek party and Chinese merchants continues merrily. In the course of a lecture, Mr. Lung Shun, chairman of the Shanghai branch of the Kuomintang, says that the Hankow Communist Government is composed entirely of corrupt and undisciplined persons who have robbed the people of more than \$21,000,000 since proclaiming the moratorium. Unless these people are exterminated there can never be peace in China, he said.

Chinese papers report that, acting under instructions from the Nationalist Political Bureau, a party of soldiers visited the different Kuomintang headquarters at Peking, Nanking and Chiangsha and suppressed them in addition to arresting several score of notorious Communists. In view of the large quantities of Communist leaflets and application forms found, the authorities consider that they were justified in suppressing these places which, they say, were not Kuomintang branches but Communist nests.

The Nationalist military authorities are reported to have offered rewards of \$1,000 each for about 25 leading members of the Communist party and \$500 each for the arrest of their followers.

A Merchants' Organization.

Messrs. Wong King-yung, Chang Siu-ling and Doo Yeo-sung, leading merchants of the French Concession, who have organized the Anti-Communist League, an organization which is receiving considerable support from all parts of the country, have circulated another telegram in which they deny that they have started this league to fight Communism for selfish reasons. They say that they have read too much of the activities of the Bolsheviks in Russia and realized the menace Bolsheviks.

they are facing in China; so they have issued their appeal to the public for support in the fight. They say, in conclusion, that they cannot and will not bear to see the beautiful Chinese civilization, several thousand years old, trampled down under the feet of the Bolsheviks.



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"THE SUNSHINE BELT"

PRESIDENT LINCOLN ... Tuesday, May 10th
 PRESIDENT CLEVELAND ... Tuesday, May 24th
 PRESIDENT PIERCE ... Tuesday, June 7th
 PRESIDENT TAFT ... Tuesday, June 21st
 PRESIDENT JEFFERSON ... Tuesday, July 5th
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From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
May 4	Seattle	Aquitania	May 31	C'brg Sh'mptn June 6
May 10	San Francisco	Leviathan	June 11	C'brg Sh'mptn June 17
May 12	Seattle	Geo. Washington	June 15	P'mth O'brg June 23
May 24	San Francisco	Majestic	June 26	C'brg Sh'mptn July 1
June 1	Seattle	Olympic	July 2	C'brg Sh'mptn July 8
June 7	San Francisco	Leviathan	July 9	C'brg Sh'mptn July 15
June 15	Seattle	Geo. Washington	July 13	P'mth O'brg July 21
June 21	San Francisco	Homeric	July 23	C'brg Sh'mptn July 29
June 29	Seattle	Leviathan	Aug. 1	P'mth O'brg Aug. 7
July 5	San Francisco	Majestic	Aug. 6	C'brg Sh'mptn Aug. 12
July 15	Seattle	Berengaria	Aug. 10	C'brg Sh'mptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth O'brg Aug. 26

TO SEATTLE AND VICTORIA VIA SHANGHAI,
KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT JEFFERSON ... Wed., May 4th, 9.00 a.m.
 PRESIDENT GRANT ... Wednesday, May 18th.
 PRESIDENT MADISON ... Wednesday, June 1st.
 PRESIDENT JACKSON ... Wednesday, June 15th.
 PRESIDENT MCKINLEY ... Wednesday, June 29th
 Thereafter Fortnightly Sailing on Wednesdays.

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PORT SAID-ALEXANDRIA-NAPLES
—GENOA—MARSEILLES.

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PRESIDENT GARFIELD ... Tues., May 10th, 8.00 a.m.
 PRESIDENT HARRISON ... Tuesday, May 24th, 8.00 a.m.
 PRESIDENT MONROE ... Tuesday, June 7th, 8.00 a.m.
 PRESIDENT WILSON ... Tuesday, June 24th, 8.00 a.m.
 PRESIDENT VAN BUREN ... Tuesday, July 5th, 8.00 a.m.
 Thereafter Fortnightly Sailing on Tuesdays.

TO MANILA.

PRESIDENT LINCOLN ... May 4th
 PRESIDENT GARFIELD ... May 10th, 8.00 a.m.
 PRESIDENT CLEVELAND ... May 16th, 6.00 p.m.
 PRESIDENT HARRISON ... May 24th, 8.00 a.m.
 PRESIDENT MADISON ... May 24th, 8.00 p.m.

For Passenger and Freight Rates apply to

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Sailings from Hongkong—Daily at 2 a.m. and 8 a.m. { (Sundays
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SPECIAL NOTICE.

Steamer sailing from Hongkong on
30th April, 2nd & 9th May at 1 a.m. instead of
2 a.m. and returns from Canton at 3 p.m. same day.

The 3 p.m. steamer from Canton (Sunday excepted)
on arrival in Hongkong berths at Wing Lok Street Wharf.
All steamers will, as usual, leave for Canton from the
Hongkong Wharf.

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(Sunday: 3.30 P.M. only.)

SUNDAY EXCURSION.

On Sunday, the 1st May at "SUI AN" will depart
from Company's Wing Lok Street Wharf at 9 A.M. and
from Macao at 3.30 P.M.

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Hamburg, Bremen and North
Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.
SS. SALABANGKA ... 15th May.
SS. OLDEKERK ... 13th June.
SS. GEMMA ... 10th July.

Arrivals from Europe.

SS. OLDEKERK ... 3rd May.
SS. GEMMA ... 30th May.
SS. ZOSMA ... 27th June.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
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S.S. "CITY OF WELLINGTON" Havre, London, Rotterdam & Hamburg ... 5th May.
S.S. "CITY OF PEKIN" ... Havre, London & Hamburg ... 5th June.

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Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA"
to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger booking from Hongkong in conjunction with "Ellerman" Line or
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Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and
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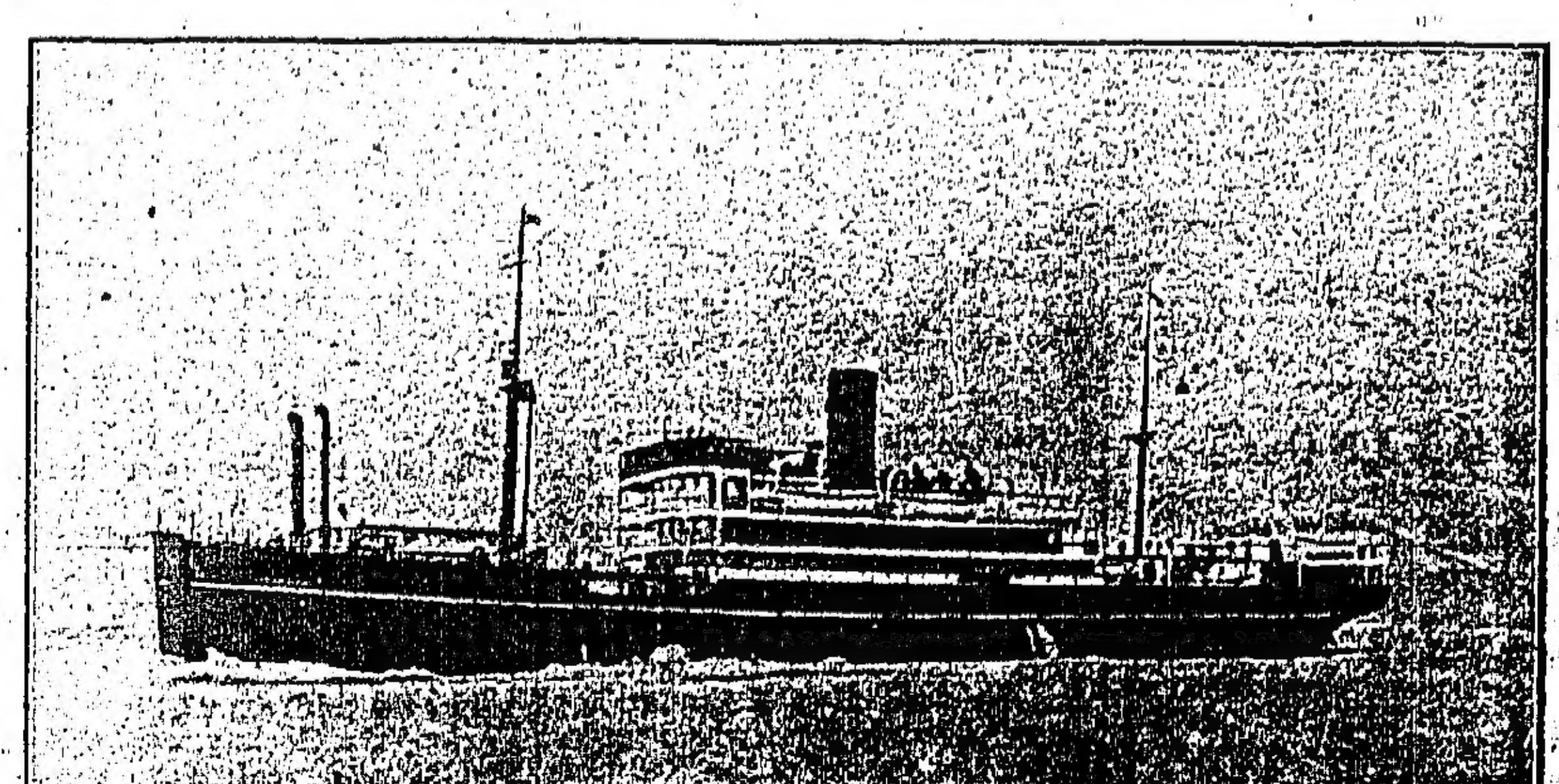
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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
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	Tons	From Hong kong (about)	Destination
MALWA	16,980	30 Apr. 5 p.m.	Marseilles & London
DELTA	8,097	3rd May.	Singapore, Colaba & London
LAHORE	5,252	11th May.	Marseilles, London & A. Corp.
NELLORE	6,853	17th May.	Marseilles, London & A. Corp.

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TILAWA	10,000	4th May.	S'pore, Penang & Calcutta
TAKIWA	10,000	8th May.	S'pore, Penang & Calcutta
SANTHA	7,754	17th May.	S'pore, Penang & Calcutta

ST. ALBANS 4,500 1st July. Manila, Sandakan, Thurs.
ARAFURA 6,000 29th July. Island, Townsville, B'ham.

Regular Monthly Sailings from Hongkong to Japan and

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The E. & A. S. S. Co. Ltd. steamers will also call at Shanghai, Nioi, Colaba, Kambangan, Tawau, Tsim, Darwin, or other ports en route as indicated.

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The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers, or Southampton and London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	3rd June.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	1st July.	Island, Townsville, B'ham.
ARAFURA	6,000	29th July.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia.

The E. & A. S. S. Co. Ltd. steamers will also call at Shanghai, Nioi, Colaba, Kambangan, Tawau, Tsim, Darwin, or other ports en route as indicated.

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The New Zealand Shipping Co.'s Steamers, or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TANDA	6,956	8th May.	Shanghai, Moji & Kobe
MIRZAPORE	6,715	10th May.	Shanghai, Moji & Kobe
KASHMIR	8,985	12th May.	Shanghai, Moji & Kobe
MANTUA	10,946	26th May.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

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Motor Vessel "GLENBEG" 31st May.
Steamship "CARNARVONSHIRE" (Via Oran) 29th June.
Steamship "PEMBROKE" (Via Oran) 27th July.

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Due Hongkong.

Motor Vessel "GLENLARA" 8th May.
Steamship "CARNARVONSHIRE" 14th May.
Motor Vessel "GLENSHIEL" 26th May.
Steamship "PEMBROKE" 11th June.
Steamship "GLENIFFER" 23rd June.

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Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May, 1927, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 17th May, 1927 or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 29th April, 1927.

**LLOYD TRIESTINO NAVIGATION
COMPANY.**

NOTICE TO CONSIGNEES.

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Optional Cargo will be forwarded unless notice to the contrary is given before 29th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m. by our surveyors Messrs. Goddard & Douglass.

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Bill of Lading will be countersigned by:

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Hongkong, April 29, 1927.

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For s.s. Empress of Asia from Vancouver via ports, April 29.—Miss

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K. Milward, Mr. W. H. Peters, Mr.

A. Ashworth, Mr. J. Bourne, Mr. J.

H. Green, Mr. K. H. Hu, Mrs. Hu,

and two infants, Mr. Y. K. K. K.

Mr. J. M. Kak, Mrs. C. Y. K. K.

Mrs. L. Y. K. Kak, Miss H. K.

Miss Y. Kak, Miss K. Kak, Mrs.

Manley, Mr. R. Maurin, Mr. J. G.

Nel, Mr. P. I. Newman, Mr. P. F.

O'Hare, Mrs. Owyang, Miss Owyang,

Miss Owyang, Mr. T. Y. Poi, Mrs.

Poi, Mrs. Foo, Mr. R. H. Purcell, Mrs.

Purcell, Miss R. Rumjahn, Mrs. N. S.

Tong, Miss M. Tong, Master L. Tong,

Miss W. Archer, Mr. B. F. Wong, Mr.

F. T. Wong, Mrs. Wong, Mrs. L. S.

Wah, Mr. C. F. T. Anderson, Mrs.

Anderson, Dr. C. S. Cheng, Mr. T. C.

Chang, Mrs. Ching Suey, Miss F.

Ching Suey, Mr. F. Chang Suey,

Mr. C. L. Chiang, Mr. H. C. Chow, Mr.

Chow, Mr. L. S. Dat, Mr.

Y. C. Koo, Mr. K. M. Lum, Mr.

K. Li, Mr. Y. C. Yu, Mr. C. Y. Lum,

Mr. F. Lin, Mrs. C. Lin, Mrs. C. Lin,

Mr. Li, Mr. Y. C. Y. Lin, Mr. C. Y. Lin,

Mr. Li, Mr. Y. C. Y. Lin, Mr. C. Y. Lin,

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Mr. Li, Mr

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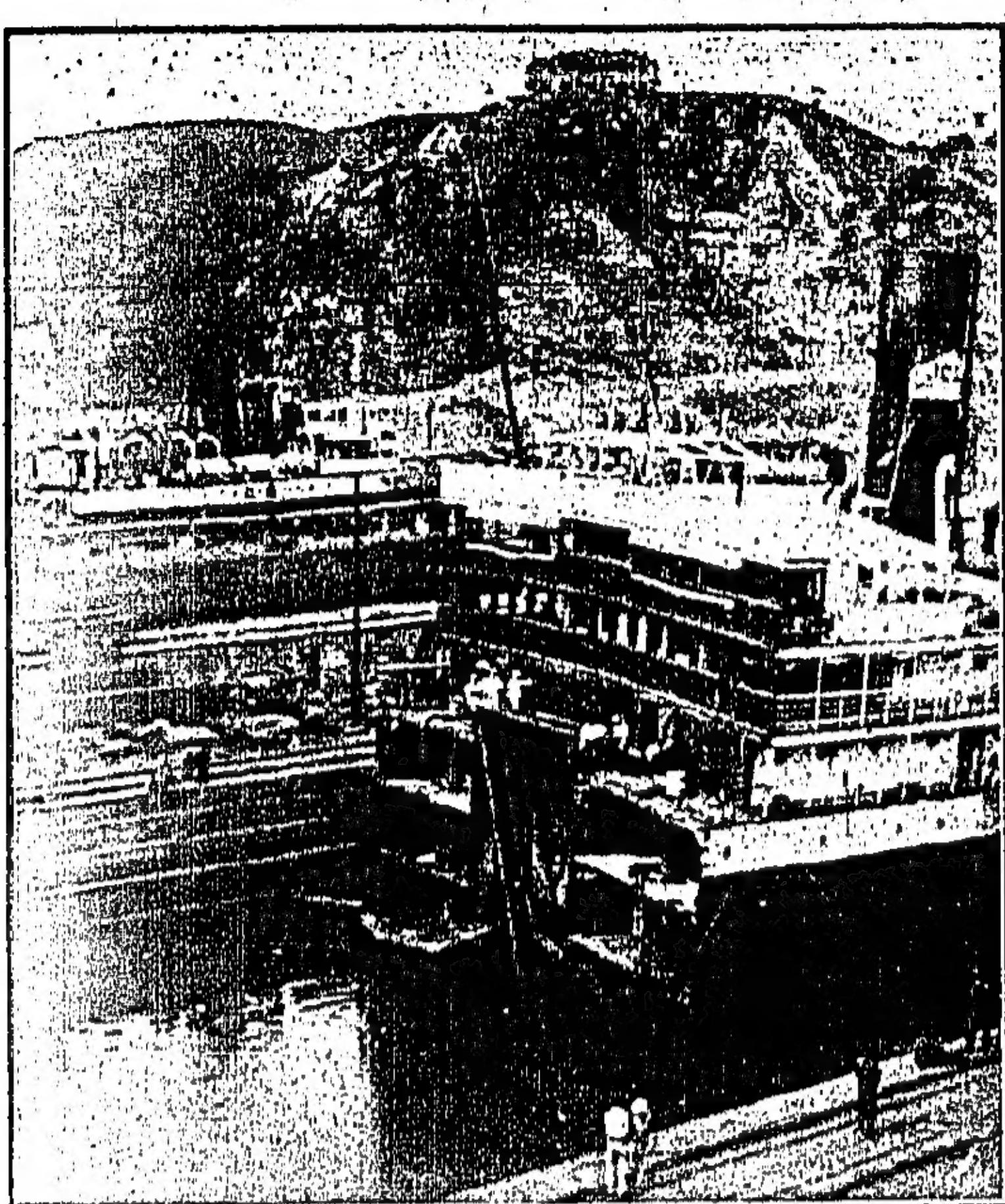
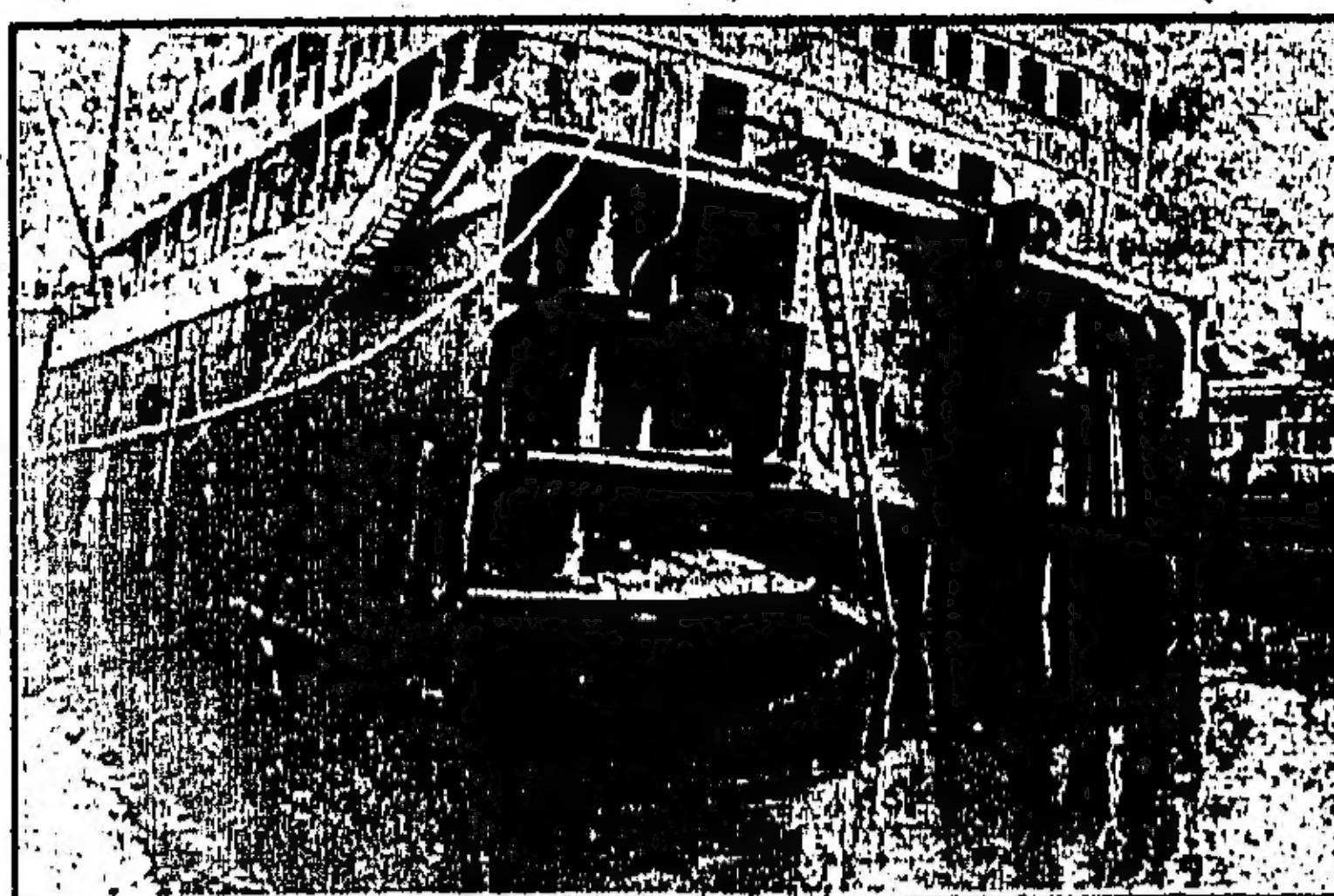
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SALVAGE OF THE TJIJLEBOET



The above two pictures give a vivid idea of the feat which has been accomplished by the Taikoo Dockyard and Engineering Company in salvaging more than half the s.s. Tjielboet which stranded on Lin Tin Island. The pictures were taken in the Taikoo Dockyard yesterday since when the dock has been pumped out, leaving the vessel lying on the blocks.

SERIOUS BATTLES
EXPECTED.

(Continued from Page 1.)

General Labour Union have been posted at the railway station to keep close watch over passengers. Almost all big merchants have closed their doors.

SHANGHAI, MURDERS.

Cotton Mill Foreman Slain.

Another victim was added last Saturday to their now long list by the labour agitators, who have terrified the mill foremen of and on since the Nationalists were within distance of Shanghai. The foreman to be executed this time was one in the Sung Sing cotton mill at 200 Brenan Road, who was shot down in cold blood while walking along the roadway in the Tseng-Ka-Juo Village in the Western district outside the limits of the International Settlement.

Following the murder the Chinese authorities began an inquiry into the causes of the crime and learned that the assailants were henchmen of the Friendly Labour Union of Western Shanghai. It is said that the deceased had advised the workmen in big mills not to join the organization, since it had been organized to collect money from the workers, most of which had been appropriated by the organizers. "No arrests have yet been made in the case, it is said, but the native police have the names of some of the gang."

"BIG SWORD" BANDITS.

Trouble at Jihchao Hsien.

On the 4th of April the "Big Sword" bandits failed to capture the Taochen of Jihchao Hsien, writes our Shantung correspondent. The cause of the trouble was that the Inspecting Officer of the 8th Army Corps has been exacting the last penny from those who were so unfortunate as to become their victim, also a certain man was recently charged with smuggling a prohibited amount of copper coins, and there were also found in this smuggler's possession an opium pipe and its accessories. It so happened that the Ying Chang was enjoying himself on that very day with a compulsory marriage.

All these things naturally aroused the people's anger, and a cry went up for immediate redress. At this juncture the "Big Sword" bandits came in. They tried to seize Taochen and gathered themselves outside the Chen, permitting no exit or entrances. When terms of negotiation were discussed, three most ridiculous terms were set forth viz:

That the salt police of Taolo should all be discharged, and Taolo shall forever have no Salt Collectorate and other sub-stations; that the Collector of the Taolo Collectorate, Mr. Wang Chih, should be handed over; that a cash compensation of \$100,000 should be handed the bandits as the price of a peaceful settlement.

No settlement could be reached, and urgent representations were made by the Salt District Inspectorate Office at Tsingtao to the provincial authorities. On the 8th of April rescue was effected by Wang Lu-chang, who had with him a brigade of soldiers. After the troops' arrival, Taochen was restored to its peace and order. The number of casualties was reported to be less than fifty, and one of the salt police was reported missing.

RUSSIAN MILITARY.

Activity on Manchurian Border.

Shanghai, April 29. A message from Mukden, dated the 27th states that government circles assert that Chang Tao-lin is considering the closing of the Soviet Consulates in Manchuria, in anticipation of which the Consular Staff are despatching certain effects to Moscow.

There are persistent reports of unusual Russian military activity on the frontier. A body of Mongolian cavalry is reported to be penetrating inner Mongolia. Foreign observers are being despatched to verify the report.

A report from Peking states that General Tsang Shih-ku has gone to Harbin to arrange for frontier defence with the military commissioner there.—Reuter.

PEKING EXECUTIONS.

Trouble at Jihchao Hsien.

Shanghai, April 29. A message from Peking, dated April 28, delayed by the censor, says that the well-known Communist Li Ta-chao and seventeen others, who were arrested in the Soviet Embassy raid, were executed this afternoon. The police appear to have decided that the evidence discovered completely proved their guilt and the Court, having somewhat informally investigated the cases, ordered summary execution. The prisoners were strangled at police headquarters.—Reuter.

HANKOW-NANKING FIGHTING.

American Missions Looted. Shanghai, April 29. The reports of fighting between the troops of Chiang Kai-shek and those of Hankow in Anhui are confirmed, though apparently they are not on a large scale. The Hankow forces are retreating to Kukang, looting the American missions en route.—Reuter.

Entertainments

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Lon Chaney in
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more thrilling than
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"He Who Gets Slapped"

MYSTERY, surprise, romance, are packed without let-up into this amazing underworld picture! The Unholy Three—the Ventriloquist, the Giant and the Dwarf—band together in a life of fantastic crime.

—until a girl of the shadows, fighting for the man she loves, crosses their path!

It's Exciting! It's Dramatic!
It's Great!

LON CHANEY in
The Unholy Three

in
The Unholy Three
The Ventriloquist, the Giant and the Dwarf

TOD BROWNING'S
production with
MAE BUSCH
MATT MOORE
Presented by
LOUIS B. MAYER

Story by
C. A. ROBBINS
Scenario by
WALDEMAR YOUNG

Metro Goldwyn Picture

AT 9.20 p.m.

BAND of 1st. Bn. CAMERONIANS

(By kind permission of
Lt. Col. E. B. Ferrers, D.S.O. and Officers).

WORLD

TO-DAY ONLY

HAROLD LLOYD

in

THE FRESHMAN

TO-DAY
ONLY

STAR

TO-DAY
ONLY

2.30 till 11.15 CONTINUOUS

TOM MOORE

"BIG BROTHER"

REX BEACH'S GREAT STORY OF THE REAL UNDERWORLD
OF NEW YORK.